

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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DECEMBER 1961







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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1961 Nav-Pers-O NUMBER 539

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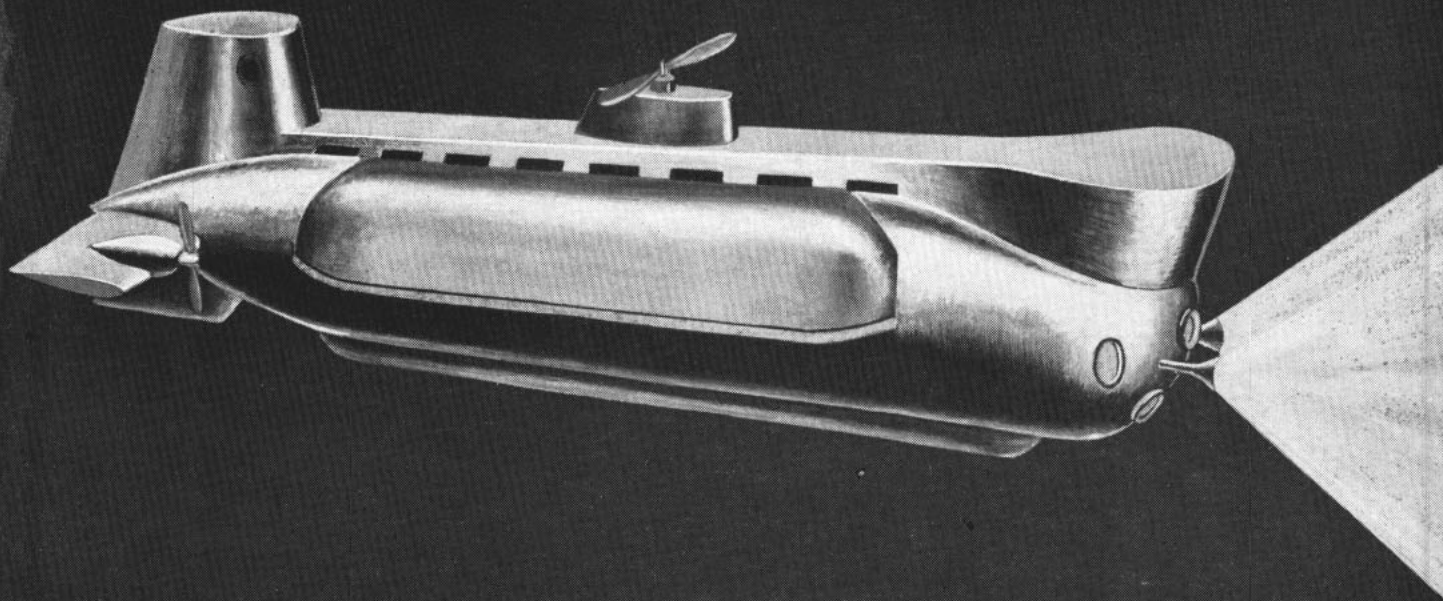
● **FRONT COVER: SEASON'S GREETINGS**—USS Barry (DD 933) sports a large wreath on bow anchor, as well as ornamented tree on deck and lights in the rigging, as her crew members go all out to wish everyone a Merry Christmas.

● **AT LEFT: WHITE CHRISTMAS?** — For those who might be dreaming of a holiday season with a blanket of white snow decorating the countryside, here is a photograph of Antarctica where there's plenty of frosting the year around.

Photo by F. Kazukaitis, PHC, USN.

● **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

Photo on page 63 by Keystone Press Agency, London, England



PREVIEW—Artist's conception shows first aluminum sub. It will be ready for operation in early 1963.

# ***Ships on the Drawing***

**T**EN YEARS AGO, nuclear powered submarines, *Forrestal* class carriers, guided missile cruisers and destroyers, *Polaris* missiles, and Fleet ballistic missile submarines were only plans for the future. Today they are operational.

Ships for tomorrow's Navy are on paper today. Some of them may sound weird and impossible to build, but let's remember, whoever thought a missile could be launched from a submerged submarine to hit a target 1500 miles away?

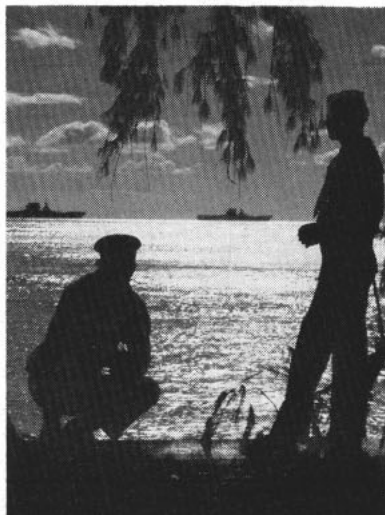
It might seem sometimes that some of the "way out" ships ideas are a waste of time. RADM Ralph K. James, USN, Chief of the Bureau of Ships, has said, however, that we must contemplate the future. "Otherwise," he commented, "we may become so engrossed with today's job that we are not prepared for the problems we will face five years, or even one year, hence."

The Bureau of Ships is responsible for the design, construction, and maintenance of the Navy's ships. Their success is measured by the ability of these ships to maintain naval supremacy and deter war. Ships have increased both in number

and capabilities over the years. But, so have the requirements placed upon them. One such requirement is the increased speed needed by our surface ships to outmaneuver the modern, high-speed submarine.

The speed of conventional type ships is limited. A new type of ship that may provide this extra speed, however, is the hydrofoil craft. The hull of a hydrofoil craft lifts clear of the water and is supported on struts. These struts are attached to wing-

**NEW HORIZONS**—Many new ideas for ships of tomorrow's Navy are being developed on paper today.



like hydrofoils just below the surface of the water.

In addition to the speed advantage, the hydrofoil craft can operate in waves or swells which would slow down a conventional ship of comparable displacement. Furthermore, the hydrofoil craft may, if desirable, operate for extended periods on the surface just like a conventional ship.

Based upon a 12-year research program and the rather impressive performance of a five-ton test craft, *Sea Legs*, a submarine chaser hydrofoil (PCH) is now under construction. The PCH will conduct anti-submarine patrols in harbors, harbor approaches and coastal waters. When delivered in late 1962, it will be the first operational military hydrofoil craft designed by and built for the United States Navy. The PCH will be 117 feet long, displace 110 tons and attain speeds over 40 knots. An electronic autopilot will control the height of the craft above the surface of the water.

Later, a 250-300 ton hydrofoil research ship, designated AGEH, may be built. This ship will be capable of speeds of 40 or 50 knots, and

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later, the foils may be redesigned to enable her to make speeds of 80 to 90 knots. The AGEH will demonstrate the open ocean capability of large hydrofoil craft at both moderate and high speeds, and it will, along with the PCH, provide further information about the military applications of the hydrofoil concept.

This concept is not perfect. Additional research and development in the following areas is currently being done:

- The phenomena of supercavitation (which could permit hydrofoil speeds of 80-90 knots). A 15-ton supercavitating test craft may be built to test this theory.

- Better design techniques for hydrofoils and more suitable materials.

- The application of the hydrofoil in a military role.

In addition to the hydrofoil program, the air cushion vehicle or Ground Effect Machine concept is

# Boards

also being exploited. These craft are called hydroskimmers because they actually skim or float over the water on a cushion of air. The hydroskimmer never touches the ground or water except when at rest. In this way it avoids the friction of the water.

This craft is capable of high speed (about 100 knots). It can also carry a large load when compared to helicopters and, with its ability to operate just above the surface, its area of operation is great. The hydroskimmer may be useful as a landing craft, high-speed patrol boat, or a mine countermeasures craft. Larger skimmers may be used in the ASW field.

As with hydrofoils, several test craft (varying in weight from 2000 to 4500 pounds) have been built and tested. A contract for the design and construction of a 20-ton hydroskimmer is expected to be awarded this fall. Ultimately, skimmers will displace several hundred tons.

Both the hydrofoils and skimmers are planned for the near-future. A small group of men in the Navy's Bureau of Ships, however, devotes its time to more advanced concepts



**NEW ARMS**—Guided Missile Escort ships will carry modified Tartars.

of ships for the far future.

All types of ships are scrutinized by these experts. Many times they start with the fundamental roles and missions of the Navy and try to evolve ships that can fulfill these roles in the future Navy. Other times they attack from another angle. They design a ship first and then try to see what sort of operational requirement it can fulfill. This double-barrel approach has resulted in many ship configurations quite different from those which cruise the oceans today.

These studies have included ships that operate above the surface of the waves, on the ocean floor, and at all intermediate levels. They have

resulted in such new designs as:

- Hydroskimmer landing craft which would debark from a mother ship and land troops and equipment well up on or behind the beach.

- Several novel types of antisubmarine ships, some of which have had drafts of as much as 160 feet in order to get a sonar transducer down deep into the ocean.

- Several submersible type ships, including a submersible aircraft carrier.

- Amphibious type ships which, although capable of beaching like LSTs, could also make their approach to the beach in a submerged condition and thus escape detection.

**DREAM JOB**—Designing USS Long Beach (CGN 9) took imagination.





**FAR OUT**—Many ideas might seem too weird to be practical at first, but ones like hydroskimmer shown here are now being developed.

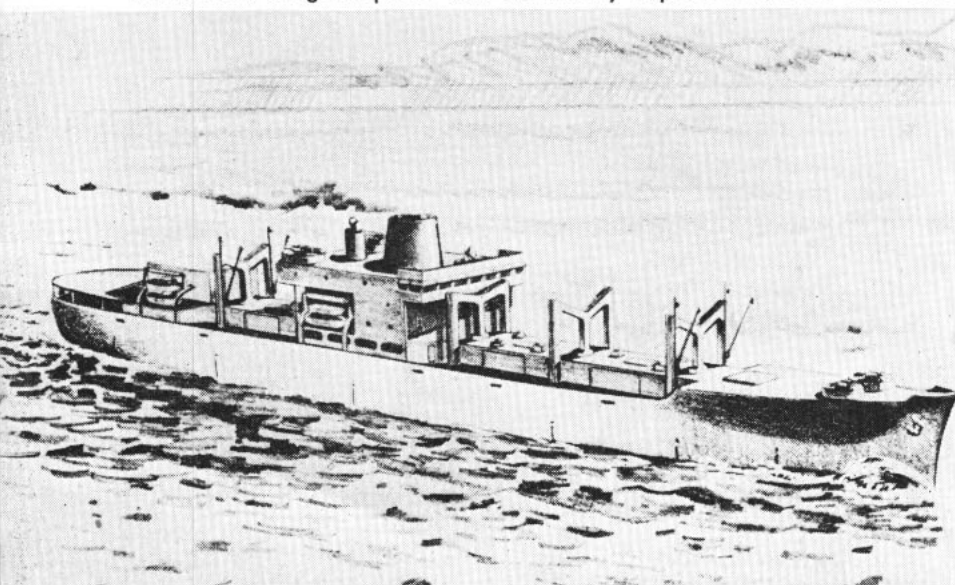
- Submarine type ships that range from tankers to research vessels approaching the bathyscaph in concept.

Long range contemplation is valuable, but equipping ships already on the drawing boards is also important. The most advanced, yet practical, concepts must be installed in the new ships and in the already operational ships of the Navy.

Speaking of aircraft carriers, RADM James says, "In the immediate future you will not detect signi-

ficant differences in the external appearance of our carriers." They will remain about the size of the *Forrestal* class, but will have numerous features not found in existing ships. These will include an automatic landing system which will permit pilots to make all-weather instrument landings, and improved radar which will greatly increase the search range beyond that of previous ships. Devices to handle ammunition have also been made to keep pace with both time requirements and

**ANOTHER NEW ONE**—AFS, Combat Stores Ship, carrying a variety of items and cargo copters will eventually replace AF, AKS and AVS.



the complexity of the weapons handled. Medium range missile systems will also be installed aboard our carriers.

From the destroyers, there have evolved two modern types, the guided missile destroyer and the guided missile frigate. The mission of these ships requires a sophisticated electronics installation, plus an anti-aircraft, antisubmarine and anti-surface capability.

To make room for guns, missiles, ASW weapons, electronic gear and increased personnel, frigates have now become comparable in size to some World War II cruisers. In a specific area, sonar for example, the dome which has been designed into the hull of these new types is considerably larger than a 40-foot utility boat. If the present trend continues, the destroyer type of the future will be a minimum, all-purpose ship of about 5000 tons displacement.

Future destroyer escorts are designed to locate and destroy enemy submarines and will have significant improvements over their predecessors. They will carry the integral bow-mounted, long range sonar, drone antisubmarine helicopters (DASH), antisubmarine rocket launchers (ASROC), and antisubmarine torpedo launchers. Again, the new DDEs will grow larger, maybe to about the size of World War II destroyers.

The amphibious transport dock, or LPD, is a new style amphibious ship. It will carry a balanced load of Marines and their equipment, plus helicopters and boats required for an amphibious operation. The LPD combines the functions of (and will eventually replace) the attack transport and the attack cargo ships. The advantage of the LPD is that the troops and their equipment are not separated, and the loss of any one ship would not upset the balance of men and equipment. The LPD looks like a dock landing ship with a covered well.

The support ship of the future will be the AOE or fast combat support ship. She will be versatile in that her cargo will be black oil, aviation fuel, diesel oil, conventional ammunition, Fleet missiles (up to and including *Talos*) selected underwater ordnance, special weapons and/or provisions and Fleet freight for selective issue. The AOE is larger than some World War II

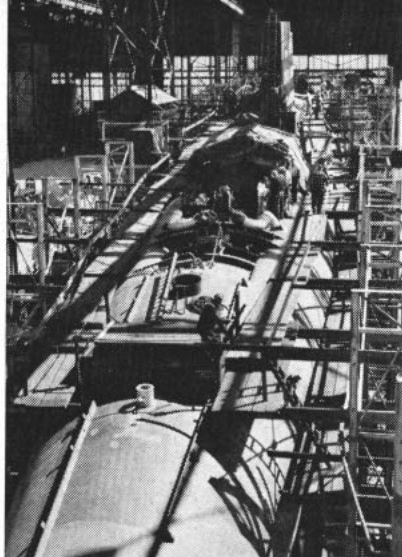


battleships, yet will have sufficient speed to operate as part of a fast task force. The replenishment system used by this ship will include two cargo helicopters.

Versatility is also demonstrated by the Combat Store Ship, AFS, which, like the AOE, will carry a variety of items. This ship will eventually replace the present store ship (AF), general store issue ship (AKS) and aviation supply ship (AVS).

Oceanographic research will be given a boost when the AGOR, an oceanographic research ship, is completed. This ship will conduct research that will be particularly useful in antisubmarine warfare. It will be capable of very quiet operation and will have especially good sea-keeping and handling qualities at slow speed. The first new construction surveying ship built by the Navy, the AGS, will be essentially the same as the AGOR, except that certain spaces have been adapted for hydrographic surveys.

Perhaps the most noteworthy advances in recent years have been in the design of submarines. The *Thresher* class, for example, is designed primarily to destroy enemy submarines, but will also be effective against surface ships. The bow of this submarine is especially designed for the long range sonar which it



**HERE NOW**—A while back atomic submarines seemed an impossible idea but they are here today.

houses, and the torpedo tubes have been moved aft of the favored position in the bow and are set at an angle to the centerline. In addition it can cruise submerged for long periods of time.

The Fleet ballistic missile submarine, armed with 16 *Polaris* missiles, is a particularly effective part of the national retaliatory-deterrent force. In addition to *Polaris*, these submarines will also carry torpedoes for use against submarines or surface ships. In the future, additional habitability features will be installed to increase crew endurance.

Another indication of the future submarine can be seen in the AGSS or experimental deep-diving submarine which was included in the 1961 shipbuilding program. This small vehicle should lead to the development of larger, deeper diving, combatant submarines. The AGSS will be used for advanced weapons evaluation, acoustic and oceanographic research. When not engaged in this primary mission, it will be used by the operating forces as a medium speed, deep-depth weapon impact target for training purposes.

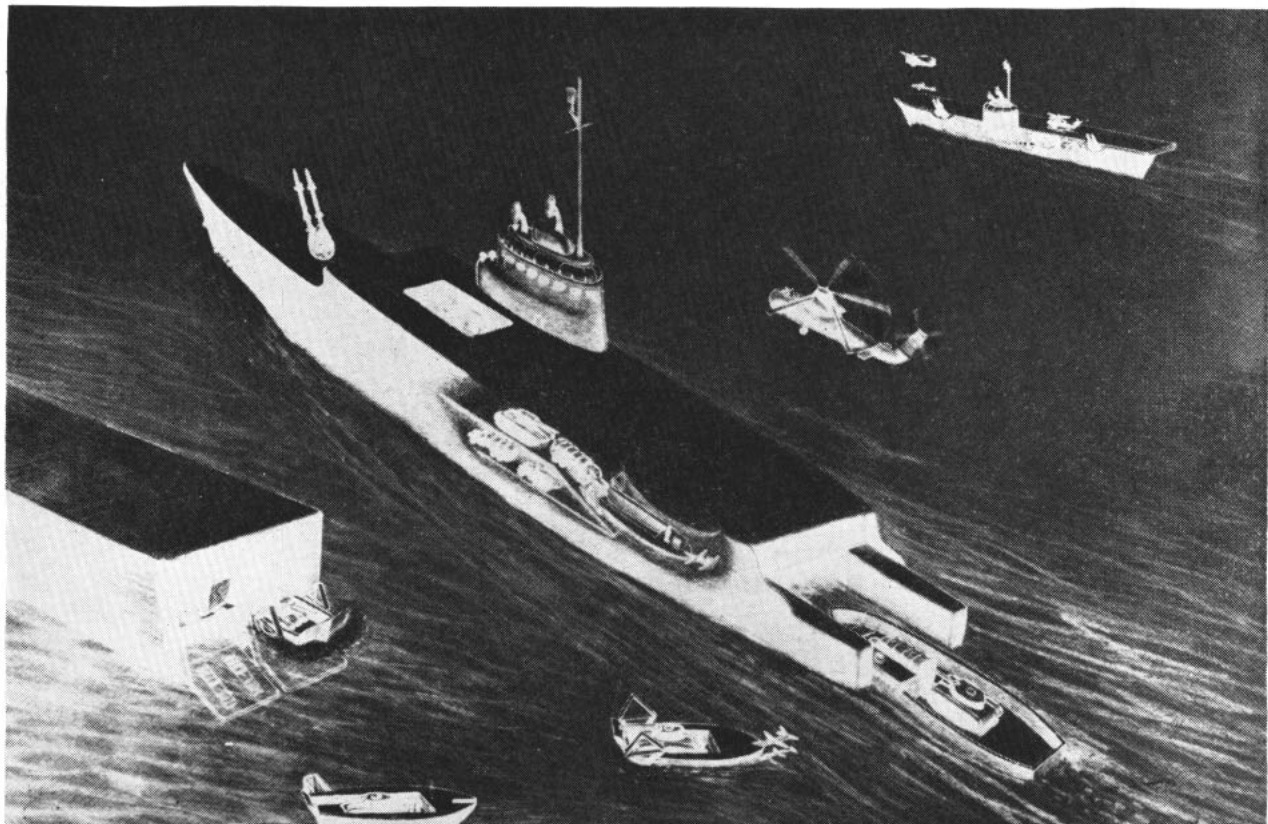
When speaking about future ships, RADM James says, "We, in the Bureau of Ships, are very aware of our obligations to probe into the future, and design the ships which will serve tomorrow as well as today.

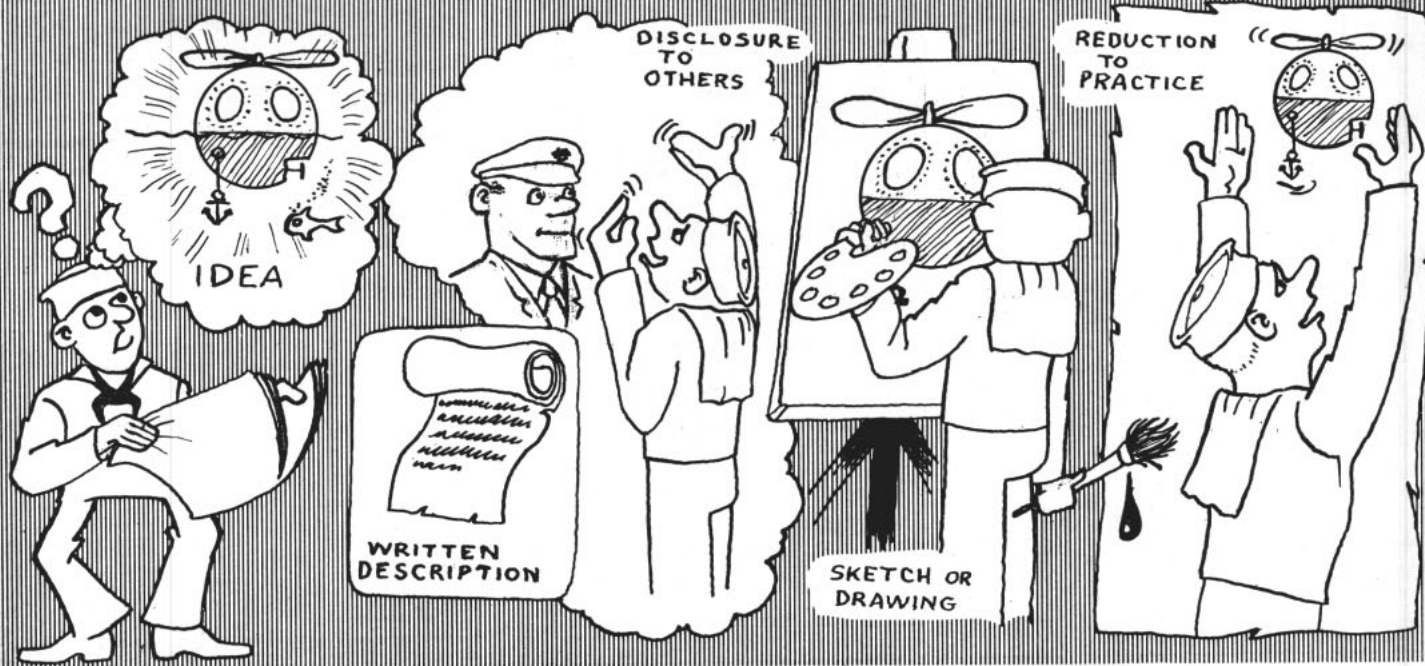
"Our free thinking, unrestrained advanced concepts groups go to the edge of — and sometimes beyond — reality. We develop those ideas that are technically feasible for military application, and finally, we inject into the new designs as many concepts as practicable to enhance capability.

"A forward looking attitude is mandatory to the continued success of the U.S. Navy in fulfilling its mission."

— Erwin Sharp, JOC, USN.

**COULD BE**—Drawing of Navy ships looks fantastic today, but it could look very real in the future Navy.





# Fathers of Invention and

**I**F YOU CAN but build a better mousetrap, the world will . . . no, on second thought, forget the mousetrap—that field has gotten fairly crowded over the years. If you can come up with almost any other good, and workable idea, however, you'll find that the Navy, and quite possibly civilian industry too, will be very interested. It just might pay off in cold cash as well.

Not so long ago a chief electronics technician serving on board an advance base ship in the Pacific dreamed up an elaborate electronics application trainer which may well revolutionize the training of Navy-men in the basic laws of electricity. He forwarded his plans to Washington, and BuPers liked his idea so much it sent the chief special orders to the ET School at USNTC Great Lakes. There he's building pilot models of his brain child—and if the Navy decides to adopt the trainer for Navy-wide use, those models will be sent to private contractors for production.

An engineman second class attached to LORAC Support Team Seven, meanwhile, raided the scrap heap and developed a crude but effective portable fuel injector tester which is saving substantial amounts of time and money for his outfit. His imaginative combination of such surplus and surveyed odds and ends as a length of pipe, an empty coffee tin, a hunk of brass, assorted copper

and rubber tubing, a spare pressure gage and a small pump solved a nagging problem for his command, and earned him an official commendation from Commander Western Sea Frontier.

**A**T FIRST GLANCE the above-mentioned examples may not appear to have a great deal in common. They do, though, in this respect—they're just two recent examples of the hundreds of Navymen who have, over the years, combined native intelligence, a lively imagination and a flair for cumshaw to join the ranks of American inventors.

In the majority of cases, as with the EN2 mentioned earlier, these are fairly small-scale inventions or adaptations designed to fill a specific need at a specific location, and often have little or no Navy-wide or commercial possibilities. Occasionally, however, a sea-going tinkerer will come up with a real humdinger—an idea or innovation which can, and sometimes does wind up as a Navy standard stock item. When this happens, the Navy is naturally interested in obtaining "shop rights" (free use) of the article in question. It is just as interested, moreover, in insuring that the inventor's rights—be he seaman apprentice, vice admiral or civilian employee—are protected, and in aiding him in securing a patent on his invention if he so desires. It does this through the

efforts of the Navy Patent Organization, a branch of the Office of Naval Research.

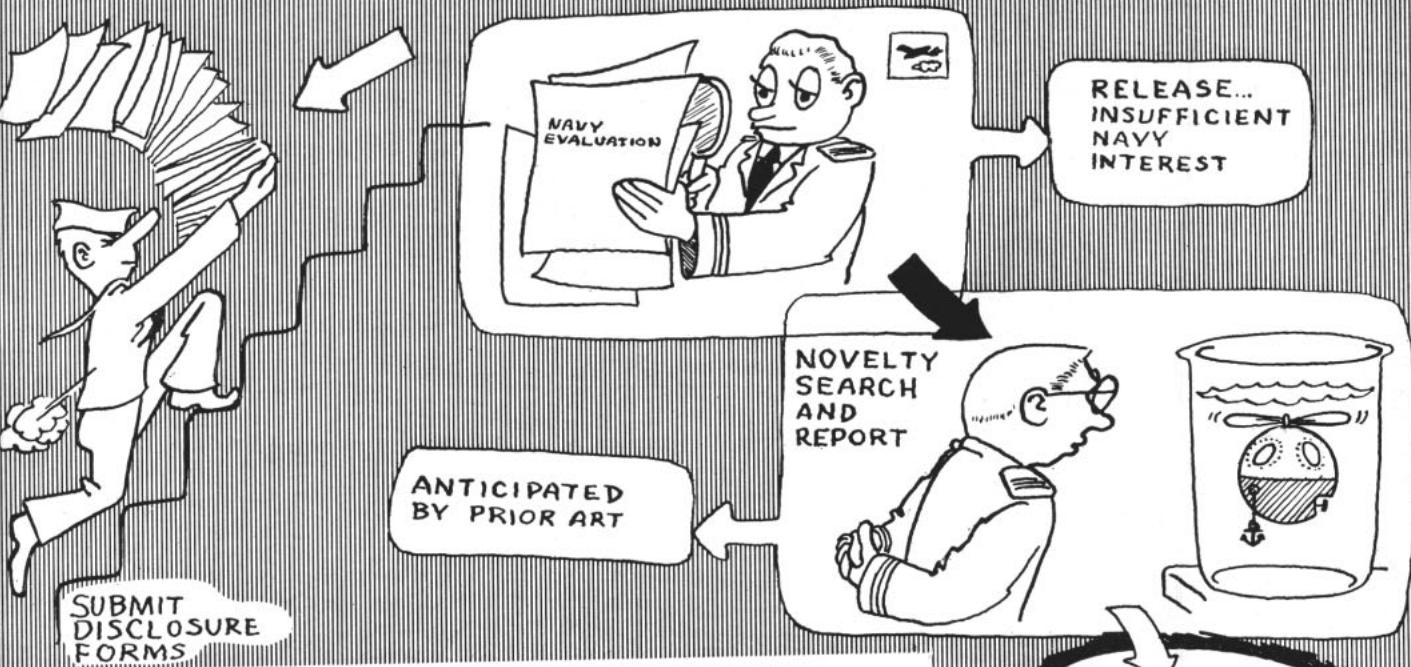
**Y**OU MAY NOT BE aware of it, but the government stands in exactly the same position as you or any other citizen with respect to the right to use inventions and patents. In the case of a government employee—and you are a government employee—the Navy may obtain total rights to your invention; a right to a free license to your invention, or have no rights to your invention whatsoever, depending upon your status at the time your invention was invented.

In general, your status would be in one of these three categories:

- The invention was directly related to your duties, and you had been, in effect, hired to invent. For example, if you were an engineer or scientist, employed in a test or development section, and if you invented your thing-a-ma-bob during working hours using Navy time, money and materials. In this event, the government would be entitled to, and would obtain, total rights to the invention.

- Your invention was not a by-product of your official duties, but was developed using Navy time, money and materials. In this case, you would be required to give the government a royalty-free license (shop rights) to the use of your





# Their Brain Children

invention, but you would retain all commercial rights.

- If you do not fall into either of the above two categories, and you are not in a position to influence use of your invention, the government is not entitled to any rights, and you may of your own free will either license the government to use it, or sue for unlicensed use.

If the government is not entitled to any rights in your invention, but the Navy believes it to be of sufficient value, the Navy will prepare and prosecute a patent application to obtain a patent in your name, at no cost to you, in exchange for a royalty free license.

All of this is spelled out in Executive Order 10096, a presidential manifesto which establishes the rights of both the government and government employees in this field. Making determinations with due respect for the rights of both the Navy and its employees within the framework of Executive Order 10096 is just one of the functions of the Navy Patent Organization.

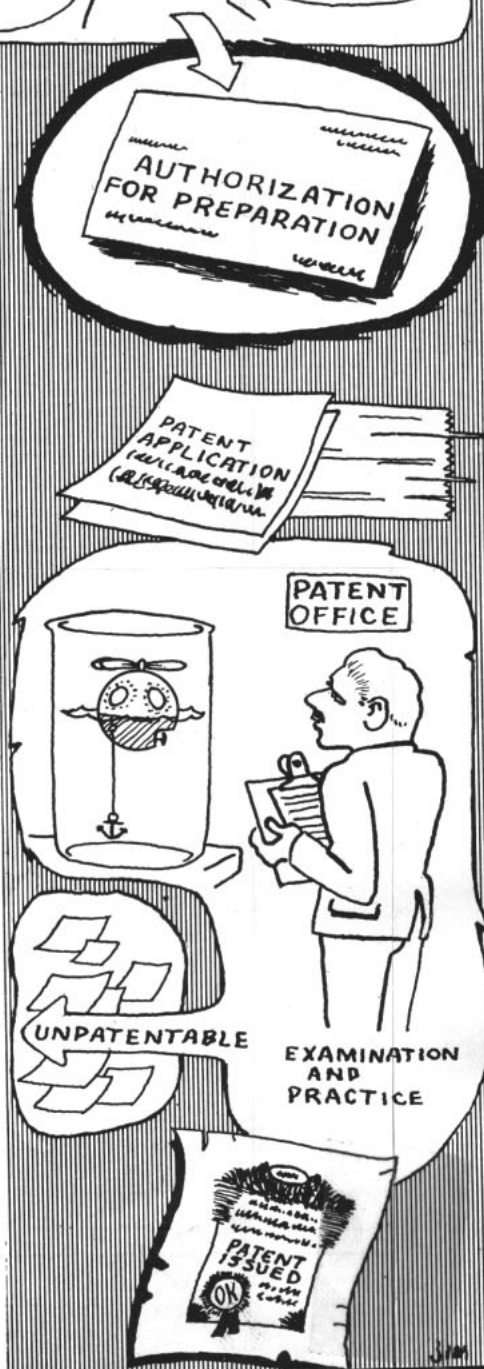
**T**HE NAVY HAS long been concerned with inventions and patent problems. However, it was not until 1947 that the tremendous increase in research and technology, occasioned by World War II and the cold war then just beginning, prompted the Navy to consolidate all of its patent functions under

ONR, which established the post of Assistant Chief for Patents and Patent Counsel for the Navy that year.

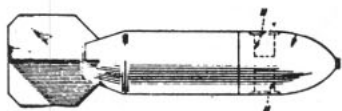
In its present form, the NPO (not to be confused with the Navy Purchasing Office) consists of the Assistant Chief, a Deputy and Patent Administrator, an Assistant Patent Administrator, and three operating field divisions. The field divisions serve ONR, and the technical bureaus of the Navy, the Bureau of Weapons and the Bureau of Ships. NPO patent attorneys are stationed at numerous field branch offices—San Francisco, Pasadena, China Lake, Chicago, Boston, New York and Philadelphia, to mention just a few of them—thus putting the services and advice of the NPO within the reach of just about everyone.

Through the medium of this far-flung organization, the NPO coordinates all activities within or on behalf of the Department of the Navy relating to patents, inventions, trademarks, copyrights, royalty payments and other matters of concern to the research, development and procurement activities of the Navy; obtains and analyzes invention disclosures; makes patentability searches; prepares and prosecutes patent applications; and obtains patents on inventions of importance to the Navy.

That's by no means the limit of the list of NPO's activities, but it's at least a bite-size chunk of work

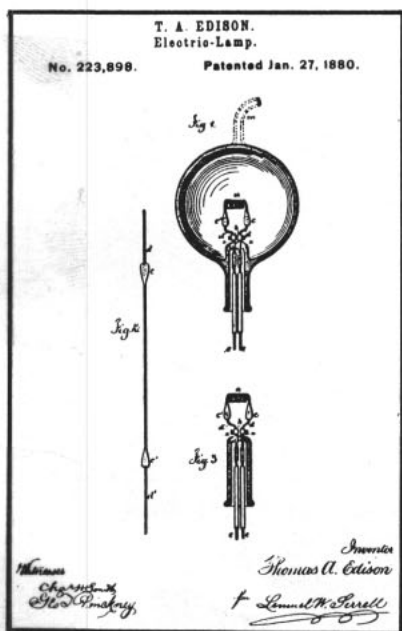


for any organization, and it gives you a general idea of the scope. The key words for most of us, as individual Navymen, are "inventions of importance to the Navy." More than 2000 inventions are submitted

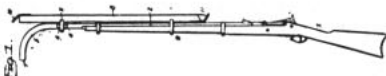


to NPO every year. Because of staff and money limitations, this is four times as many as can be successfully prosecuted through to the ultimate award of a patent. Obviously the people at NPO can't waste time and money on every Rube Goldberg-like weirdie submitted to them for consideration (and there have been some dillies over the years). Forced to be selective, NPO applies a simple, but logical, yardstick. How important does the new invention figure to be, and how much might it wind up costing the Navy if the Navy does not obtain free usage of it?

Let's suppose, for a moment, that you, John Doe Navyman, have come up with a real gee whiz of a whatchamacallit. Like any new father, you're mighty proud of your baby. You not only want to tell a waiting world about it, but you want to get it all down on paper — legal-like — that it's yours, all yours.



**Y**OUR FIRST STEP, then, would be to obtain (from your ship or station personnel office) and fill out two mighty important documents — NavExos 2375 (Rev. 1-47) entitled "Disclosure of Invention," which could be compared to a birth announcement, and NavExos 2374 (4-51), or "Record of Invention," which corresponds, roughly, to a birth certificate. On the Disclosure of Invention form, for instance, you indicate to the Navy Patent Organization the general purpose of your invention; old methods, if any, of performing the function of your invention; disadvantages of the old method; the construction of your invention, showing any changes, additions and improvements over the old method; details of its operation; its advantages; alternate methods of

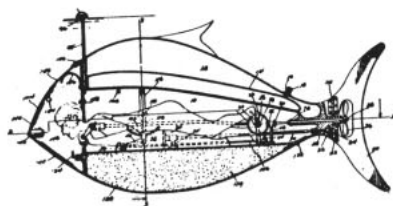


construction, if any; and all features which you believe to be new.

The Record of Invention form contains, among other things, space to list a descriptive title of your invention; a list of any drawings, sketches and/or photos you may have of it; the date and place your invention was conceived; the date and place the first drawing, sketch or photo was made; and the names, titles and addresses of any persons to whom you may have disclosed your invention or idea, along with the dates of those disclosures. This could become very important for the purpose of proving a prior claim, should some other person submit an invention exactly the same as yours.

You would fill out these forms, of course, and submit them to the NPO, only if you wanted to seek a patent on your creation through the good offices of that organization, and, in return, were willing to grant the Navy free use of it. If you invented on your own time, as we've already mentioned, you could, if you chose, seek a patent entirely on your own through a civilian patent attorney, and force the Navy to pay for the use of your product the same as anyone else. A little later we'll point out why that might not be the smartest course for you to take.

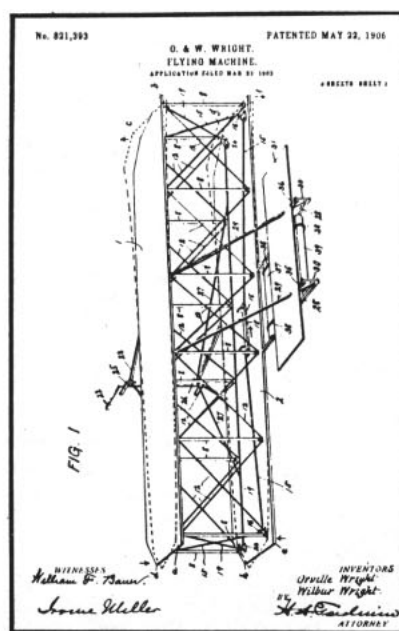
Again, you may well feel — as hundreds of other sailor-inventors have in the past — that as a Navyman, the products of your brainpower and general handydandy should rightfully belong to the Navy.



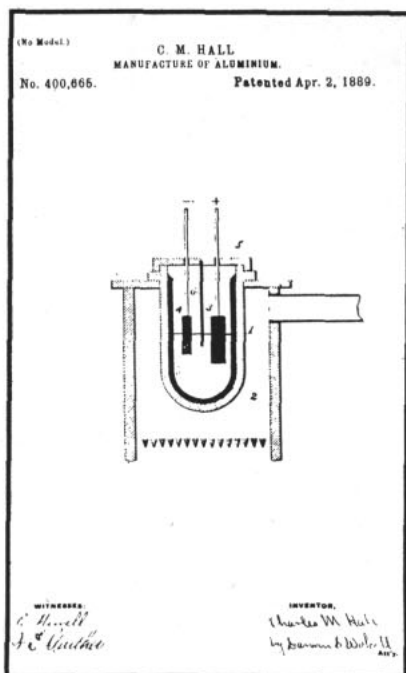
You may, in other words, not be interested in obtaining a patent for yourself, but only in insuring that the Navy will get free use of your invention. In most cases, if you felt thusly, about your only tangible rewards would be the plaudits of your shipmates and, probably, an official commendation in your service record — not such an intangible at that, when you consider how much weight selection boards for E-8 and E-9, LDO, etc., place on such items.

If you decide, as most salt-water Tom Edisons do, to let NPO handle matters for you, bundle up your completed Disclosure of Invention and Record of Invention forms and bung them in to that organization ASAP. There they'll receive a careful screening, and a rating sheet will be prepared on your invention.

Then, dependent entirely on how high your do-jigger scores in the "importance to the Navy" and "potential cost to the Navy if a royalty free license were not obtained" cate-

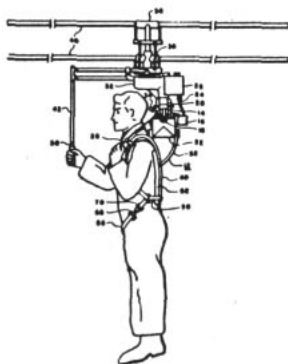






gories, NPO will either start the ball rolling toward obtaining a patent for you, or will return your application to you, along with a letter informing you that the potential savings to the Navy do not justify the amount of time and money it would take to secure a patent.

Should this happen, there are, of course, alternatives open to you. If you're still determined to get your idea patented, there are any number of good civilian patent attorneys who would be more than happy to get your business. A word of caution would be appropriate here.



**P**ATENT SEARCHES can become lengthy and involved procedures — and expensive ones too. Attorney's fees alone can, and frequently do, run as high as \$1000 or more. It would be wise, then, to consider whether your potential royalties will

be sufficient to justify such an outlay.

There's another point to keep in mind, too. At this stage of the world's development, there are a powerful lot of things which have already been invented. While you may be extremely proud of your baby, and feel that there's nothing quite like it, you could get fooled — and, after running up a sizable legal bill, you might discover to your sorrow that you've come in second, and that your idea's not patentable after all.

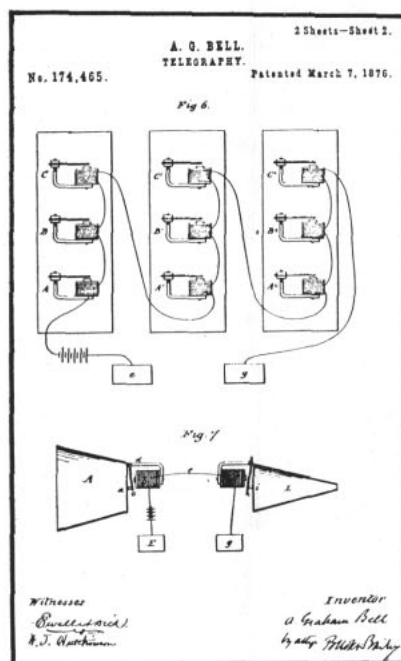
All of these are just some more good reasons why it would normally be wise for the individual Navyman (who is not, usually, one of the country's wealthier citizens) to deal with the Navy Patent Organization for this is an outfit which has only the Navy's, and your own axe to grind.

Too, even if your invention should have no Navy-wide or commercial possibilities, it may still be used to advantage within your command or local area. By all means, see to it that your division officer and CO hear about it, and are given the chance to evaluate its potential applications.

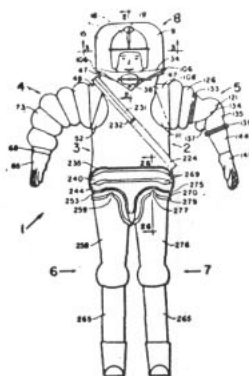
There's another type of thinking Navyman within this particular field too — and the NPO is equally interested in him.

He's the chap — maybe someone like you — who gets ideas on how to make a machine work a little bit better or a job go a little bit smoother or faster. If, for example, you were a boatswain's mate or deck seaman who, in the course of your duties figured out some shortcut or gimmick which would simplify, speed up, and provide increased safety for the refueling-at-sea procedure, the Navy, and NPO, would like to hear about it. It would not, in most cases, rate as an invention as such. Maybe it's just a glimmering of a small adaptation, a slight change, a different way of doing something. Whatever it is (and through channels, of course) get your ideas and suggestions into the NPO swim of things. They'll be appreciated.

**T**HAT'S ABOUT IT as far as the story of Navy inventors and inventions goes — except to note that among the hundreds of patent applications from all sources now pending before it, the NPO has such jim dandies



as: A new type of high-speed dental drill, co-invented by a chief hospital corpsman, in which many of the country's dentists have already expressed a more-than-passing interest, and which bids fair to make the doodling doc a bit of loot; a takeoff air-speed computer devised by a Marine aviator which stands a good chance of eventually being adopted for use by U. S. airlines; and an ingeniously simple boat safety catch, the production of a BM3 based on board a Submarine Rescue vessel, which just may wind up installed aboard a good share of the world's commercial shipping vessels.

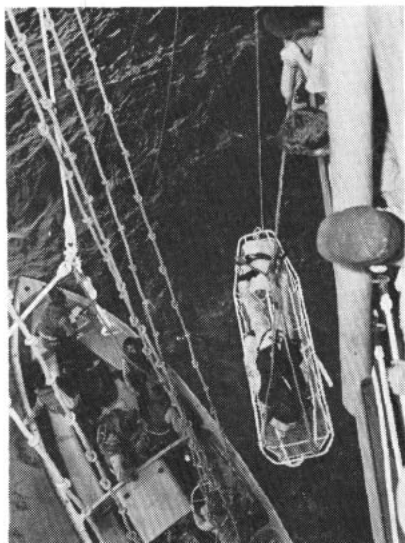


Obviously, whether you fly a plane, man a shore billet in the middle of the wheat belt, or spend most of your time far at sea, the market for good ideas is in as good a shape as it ever was.

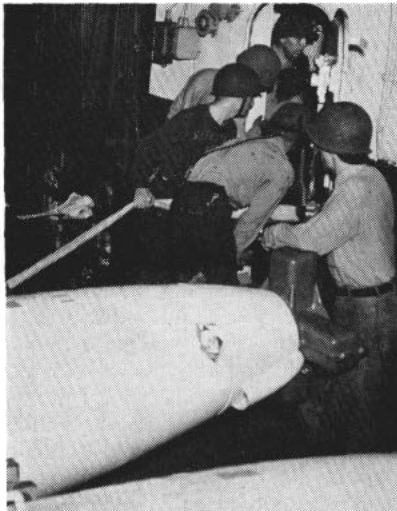
— Jerry McConnell, JO1, USN.



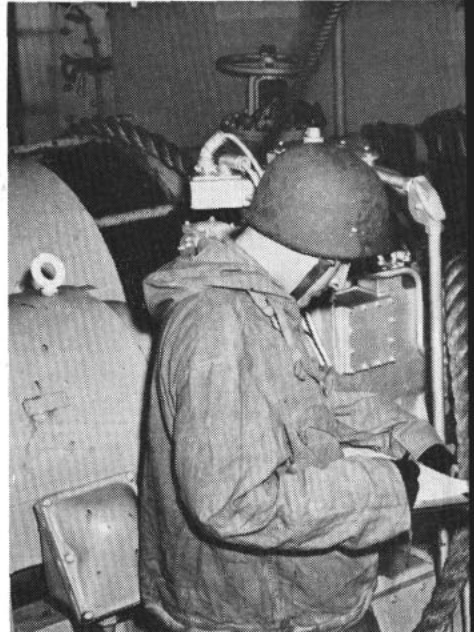
PEERING through binoculars, lookout searches for 'attacking' aircraft during an air defense drill.



OSCAR, the sea-going dummy, is returned aboard after being rescued during man overboard drill.



TEAMS fight fire and record 'hot spots' after simulated atomic burst.



## BATTLE TRAINING

**U**SS SARATOGA (CVA 60) arrived at Guantanamo Bay to begin six weeks of grueling, exhaustive drills designed to test her battle readiness under simulated wartime conditions.

The drills covered both conventional and atomic warfare. The problems of defense from the latter are tough. There is an element of the unknown. The ABCs of warfare assume a further dimension—Atomic Biological and Chemical. Each one presents a different kind of problem. The possibility of all three of these methods being used at the same time more than triples the job of training. *Saratoga's* goal: tackle the problem and prove herself a capable deterrent.

The training and testing was administered by the Fleet Training Group at Guantanamo Bay. Their

job was not simply to investigate, but also to train and correct. Their procedure was simple but effective—lectures, demonstrations, and drills, drills and more drills. If the old adage "practice makes perfect" is true, *Saratoga* is prepared.

The entire period can be divided into two general types of training: damage control, and defensive warfare.

From fires and flooding to radiation, all damage must be either repaired or isolated, so that the ship may continue to operate.

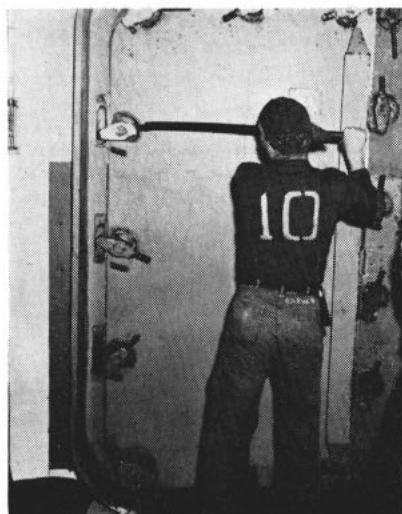
Defensive warfare, for the protection of both the ship and the task force (with which it is operating) begins with detection of an attack and includes every possible attempt to intercept and destroy the enemy.

At the sound of the boatswain's

CORPSMEN give on-the-spot first aid to 'casualties' before removing them to nearest battle dressing station during simulated enemy attack.







WATERTIGHT door is closed in setting of material condition 'Zebra'.

## TEST FOR SARA

pipe and the words "THIS IS A DRILL . . . THIS IS A DRILL . . . MAN YOUR BATTLE STATIONS" each and every man hurries to his battle station or repair party. Ready rooms buzz with briefings in preparation for a possible launch. Radarmen watch and wait for the "enemy". Gun mounts are manned and ready for action. All repair parties are manned, and material condition Zebra is set . . . the ship is buttoned up in readiness for an attack.

From rocket hits which cause fires and dangerous holes in the ship's structure, to underwater atomic bursts, the Training Group rushes *Saratoga* into every possible type of simulated destruction.

Seemingly unending, day after day, the drills continue. For every man in the crew this is a time of

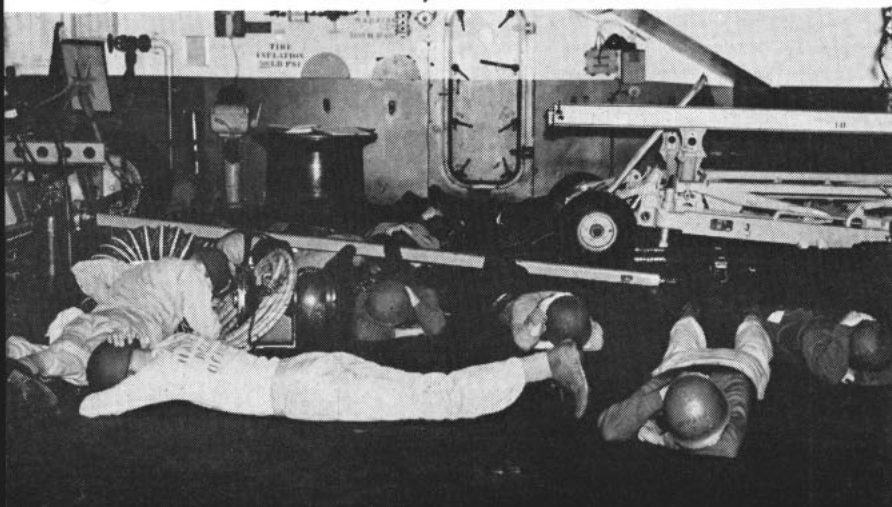
hard work and complete dedication. Finally, *Saratoga* is given her ORI—Operational Readiness Inspection.

The Fleet Training Group launches a simulated attack with enough destructive power to destroy an entire fleet. Action prevails. From bow to stern all hands battle the enemy . . . the ghost. The Training Group watches and takes notes, grades the ship for its speed, efficiency and thoroughness.

At the end of this examination the crew awaits the grade. The result is announced by the skipper, Captain Roger W. Mehle, USN: "*Saratoga* has done a highly commendable job. To each of you . . . Well Done."

A proud ship returned to her home port of Mayport, Florida, for a well-earned rest and the Fleet Training Group takes on its next ship.

ALL HANDS hit deck and cover their faces to lessen possibility of injury from shock wave created by simulated underwater atomic blast.



TOPSIDE lookout uses his vantage and binoculars to spot and identify aircraft ship approaching.



NOZZLEMAN leads hose team into a compartment to fight simulated fire during shipboard drill.

# The Fleet Gets Plenty of

**U**NITAS, SHARP EDGE, SMOKE SCREEN, GRAY FOX, CHECKMATE. All unusual names. All bearing a suggestion of urgency. On the other hand, they could be names chanted into a microphone by the late Clem McCarthy on Derby Day.

These names, however, are not those of horses at the Churchill Downs starting gate, but a few of the many training exercises in which Navy units engage, in all corners of the world, covering every phase of naval operations.

The exotic nicknames are given by SecNav's office in order to provide an easy reference to each exercise. More often than not, there is an obvious connection between the names and the nature of the operation. Others have less obvious connections.

The Navy is much like the human body. If it isn't exercised, it will be unable to do its job at peak efficiency. The Navy's job is primarily

to maintain freedom of the seas for the United States. It is also an instrument for carrying out the naval obligations of the United States to its friends and allies.

This is a big order. The Navy has performed its function in two world wars and the Korean conflict during the first half of the 20th Century. In the first decade of the century's last half, the alarms and crises that plagued the first half of our century continue. Whatever is in store, the Navy must be prepared to meet it.

How does the Navy keep itself in shape? Obviously, it can't indulge in constant warfare, as the ancients did, just for the fun of it. Today, warfare must be simulated in peacetime for training purposes.

**T**HESE ERSATZ BATTLES are called by various names. The newspapers often refer to them as war games. The Navy gives them the designations of exercises or operations.

There is no real difference between exercises and operations. The term operation is often used to describe a particularly large training exercise, or a continuing and more or less permanent action, such as Operation Deep Freeze. However, by and large, the terms are used interchangeably when applied to training.

A naval exercise can consist of any number of people, from two men practicing landing on a "hostile" shore from a submarine to 40,000 men engaged in an exercise such as *Pony Express*, in which the entire Seventh Fleet took part together with United States Army and Air Force units and SEATO forces.

*Pony Express* is an example of a complicated international exercise which required the cooperation of the Navy's sister services in addition to the participation of the navies of member countries of the Southeast Asia Treaty Organization.

**KEEPING READY**—Sixth Fleet destroyers and cruisers maneuver at close quarters during exercises in Med.





# Exercise

The premise on which *Pony Express* was held was that one of the SEATO nations had been attacked. In order to defend the attacked member, it was necessary to put 6000 troops ashore.

Support was furnished by the Royal Australian and New Zealand Navies, the Royal Navy and the United States Seventh Fleet. The amphibious operations, in addition to the troops put ashore, included 60 ships and 20,000 naval personnel.

**T**O MAKE THE EXERCISE successful, a good deal of highly concerted effort and coordination was necessary. Men sweated through the hot, humid weather and practiced jungle warfare under conditions that were sometimes pretty miserable, but they learned a lot about the conduct of jungle warfare that they could not have learned in any other manner short of actual war.

If the readiness of Fleet units needs to be improved or if there is a need to develop tactics, doctrine or procedure, there is a need for an exercise.

Many times, planning has to be developed with the armed forces of other countries. NATO, CENTO and SEATO armed forces all share a mutual threat. They unite their strength in order to meet that threat in case a shooting war develops. Much the same situation applies to other friendly nations in the Eastern and Western hemispheres who are not members of the treaty organizations.

A situation must be developed. For example, in the case of *Pony Express*, a SEATO nation theoretically had been attacked. Intelligence services must be invoked in order to create a situation that would be enough like a real attack to be of value in training naval, air and ground forces.

When an exercise is undertaken, logistics planning must coincide (in the proper scale, of course) with the war situation which the exercise simulates. Equipment must be available for a wartime situation. Ships must have provisions for fueling and taking on supplies. Sometimes the situation is such that much of the problem of supply can be solved by



**MESSAGE MEN**—Signalmen keep skills shipshape during operations.

the countries which the ships visit. This is the case in *Exercise Unitas II*.

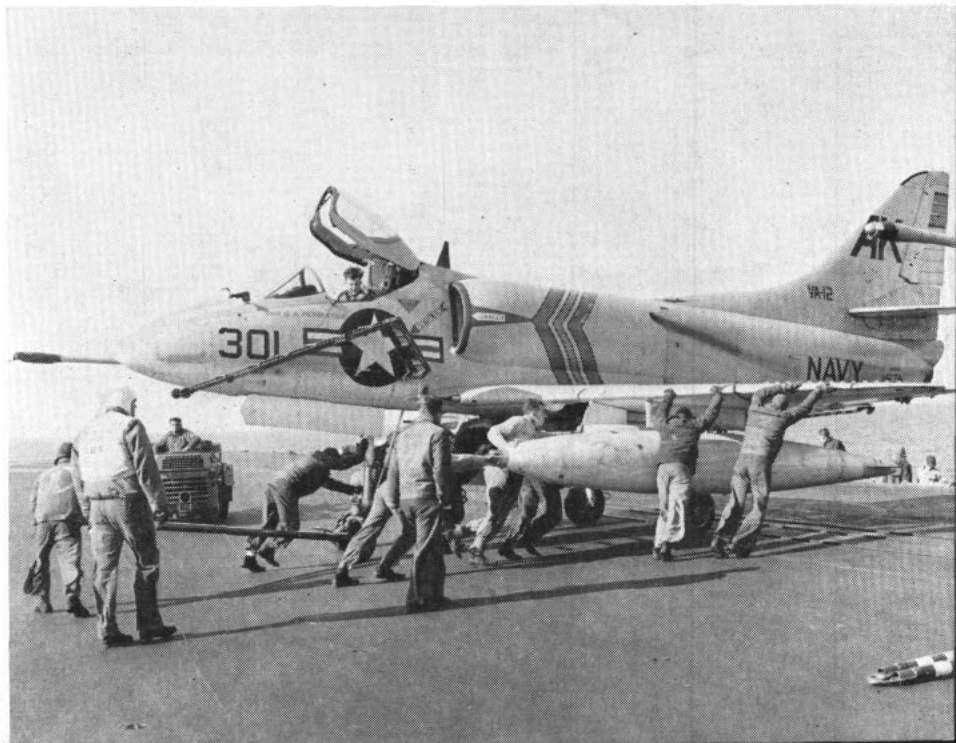
*Unitas II* is now drawing to a close. It is the largest combined naval training exercise ever attempted in South American waters.

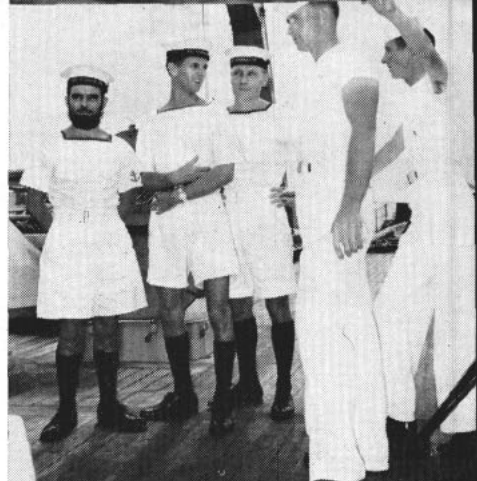
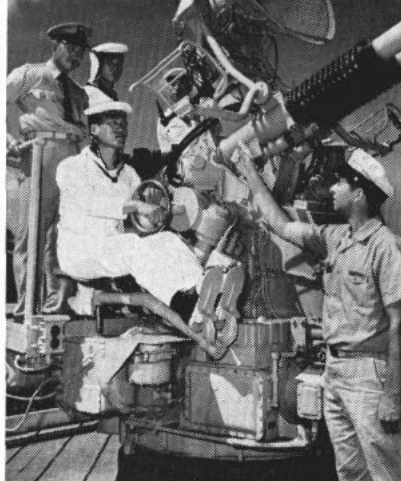
It began in August, when the participating units of the United States

Atlantic Fleet left their ports for South America, and is now in its fourth phase. It will end in December, when the ships again return to the United States.

**U**NITAS IS PRIMARILY an ASW exercise. It employs a group of

**OFF WE GO**—Plane handlers move jet into place for launching at sea.





ALLIED NAVYMEN often meet on operations. (L to R) Sailors of Nationalist China, Thailand, Great Britain.

destroyers, the submarine USS *Clamagore* (SS 343) and a detachment of P2V *Neptune* patrol aircraft of Patrol Squadron Eleven.

The first phase of the exercise took place in September with units of the United States, Venezuelan and Colombian navies in Caribbean waters.

Later in September, U.S. Task Force 86 and three Ecuadorian frigates conducted ASW exercises off the Ecuadorian coast, which involved all aspects of submarine destruction and were climaxed by a 48-hour convoy exercise.

The Peruvian and Chilean navies joined in the exercises off the coast of Chile. It was the first time tripartite exercises had been held in those waters.

The fourth phase of the exercise began when American units rendezvoused with Argentine forces in the South Atlantic.

United States ships were expected

to return to their home ports by 7 December.

A secondary purpose of an exercise such as *Unitas* is the cementing of friendship between the fighting forces of the United States and South American countries and creating good will for the United States among the people of South America.

Many officers of the South American armed forces have studied at one time or another in United States staff colleges under the sponsorship of the Military Assistance Program. Combined exercises provide good opportunities for the renewal of friendships.

Not to be overlooked is the good will generated by such activities as band concerts, parties for orphans and visits to ships by people in foreign ports.

**S**OME OPERATIONS, such as *Solant Amity*, have good will as their primary function. *Solant Amity III*

is now in progress, with the crews of five ships and nearly 400 Marines designated as ambassadors of good will.

They will deliver supplies to at least 20 African ports and will give exhibitions of band music, folk dancing, and precision drills, in addition to distributing supplies of food, clothing and medicine.

The Navy usually plans its schedule of exercises three years in advance. For instance, present plans include exercises to be held during the remainder of fiscal year 1962, all of 1963 and 1964 and fiscal year 1965. They will involve units of all the United States Fleets and fall into four major categories.

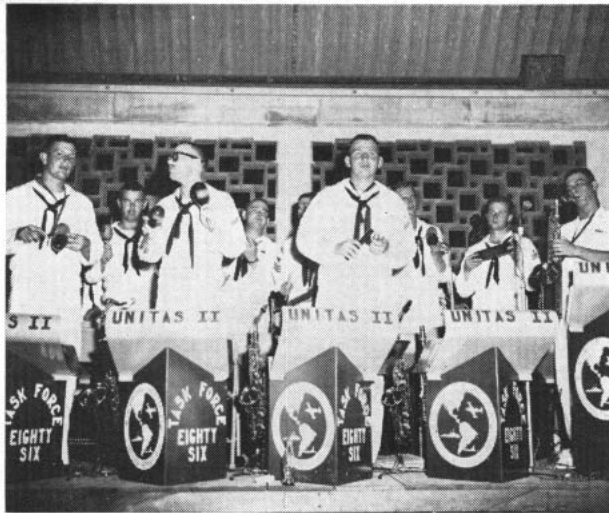
- *Intra-type exercises* are those which provide basic training, and in which only ships and units of the same type take part. Examples of this type are exercises in gunnery, minesweeping or sub vs sub.

- *Inter-type exercises* encompass

**TEAM WORK**—Units of antisubmarine task force work together to track down 'enemy' submarine at sea.







SHORE AND SEA—On shore a band from *Unitas II* spreads good will. Rt: TF refuels in South Atlantic.

units of more than one type. An example would be ASW exercises in which submarines and destroyers; submarines and surfacecraft; submarines and aircraft, destroyers, helicopters and other ASW team members take part. They also include such exercises as refueling and replenishing.

- *Joint exercises* involve more than one branch of the armed forces. These are usually amphibious exercises. They usually include the Navy and/or the Marine Corps, the Army and the Air Force in any combination.

- *Combined exercises* are those in which United States forces take part with the forces of any friendly power. NATO and SEATO exercises, among others, fall into this category.

**H**OW DO THE NAVY'S exercises concern the individual Navyman? It is difficult to imagine anyone in the

Navy not being affected by them. The Navy is in a sense, one big school in which everyone receives training to do a job. Looking at it from this angle, there is nothing you can do in the Navy that is not part of an exercise.

As for participation in actual war games, more people take part than one might think. Not only do those who are actually on the ships participate, but so do all those who furnish support to the exercises.

What and how many naval exercises will be held in the near future? Sorry, the Navy doesn't announce them in advance. We can say, however, that 150 significant naval exercises were held last year.

The Navy has maintained a training schedule which uses Navy ships to the utmost of their availability. For this reason, the Berlin crisis will not increase the Navy's training schedule, although it did reaffirm

the importance which the Navy places on training.

The Navy's exercises are conducted against a background of a lot of sweat and perhaps a few tears. Their announcement has often been accompanied by barrages of propaganda from unfriendly powers, and many times have been held in an atmosphere of international tension.

However, they are also a powerful instrument for building and maintaining good will between the people of the United States and friendly foreign countries and for creating comradeship between the officers and enlisted men of the United States Navy and the navies of friendly powers.

As a means of maintaining combat efficiency, developing tactics, doctrine and procedure in peacetime, they can't be beat.

—Robert Neil

COMBINED EFFORT—Navy LST brings in troops and trucks during NATO navies' amphibious operations.





FOR FRIENDS—Chilean Navy gets ship. Rf: Japanese study English with gear furnished by MAAG Tokyo.

# MAAGS AND MISSIONS

**F**OR MANY NAVYMEN, if not most, a tour of overseas duty is strictly routine. For others, it's a once-in-a-lifetime experience. Somewhere in between these extremes are the Navymen assigned to MAAGs and Missions. This is a study of MAAGs and Missions, what they do, how and why they do it, and who is involved in them.

One of the objectives of United States foreign policy is to assist countries of the free world in developing the military strength and posture needed to maintain internal security and resist aggression. Providing military equipment and training in the use of this equipment comes under MAP—the U. S. Military Assistance Program. It's a nuts-and-bolts job carried out by teams of U. S. servicemen, many of whom are Navymen assigned to the various Military Assistance Advisory Groups and Naval Missions overseas.

American aid dollars, as such, began to flow abroad for the first time during World War I. At that time, however, aid consisted mostly of loans, and was on a much smaller scale than it is today.

Before the U. S. entered World

War II, 50 destroyers were transferred to Great Britain, which was fighting to stem the tide of Nazi conquest. This marked a radical departure for U. S. foreign aid policy, and was the first instance of military equipment being furnished without a condition of ultimate financial reimbursement.

By the end of World War II the U. S. had assumed the title role of free world leadership, and, with it, many responsibilities in international affairs. It was logical to expect the U. S. to assume the major responsibility in countering the challenge of world communism.

In a sharp reversal from a pre-war concept of isolation, the U. S. became an active participant in free world security measures aimed at thwarting aggression. Along with this went an obligation to provide economic and technical assistance, as well as direct military aid, to allied countries incapable of producing or buying the weapons and equipment needed for defense.

**T**HE POSTWAR YEARS were marked with critical developments in the eastern Mediterranean, compounded

by the fact that Great Britain, which had been supporting Greece in its struggle against communist forces, notified Washington in 1947 that it could no longer bear the burden of resistance. As a result, other free world assistance would have to be furnished or else the eastern Mediterranean area would be abandoned to communism.

Congress acted quickly. More than \$654 million was expended in aid during the next three years under the Greek-Turkish Aid Program. This provided us with stronger allies and created the bulwarks that dissuaded aggression into the eastern Mediterranean.

In 1949, the Mutual Defense Assistance Act provided the U. S. with authority to assist other nations militarily. The first arms shipments to western Europe under MDAA were begun in early 1950, and the assistance already furnished other countries under previous arrangements (Philippines, Turkey, Formosa) was consolidated under this single program. The Mutual Defense Assistance Program under the Act of the same name, was the predecessor of the program which until this year's



action by the Congress was known as the "Mutual Security Program." Today, the program is known as the "Foreign Assistance Act of 1961."

The Foreign Assistance Act of 1961 contains four parts, two of which contain specific titles. Part I, the "Act for International Development of 1961," deals mainly with economic and technical assistance; Part II, the "International Peace and Security Act of 1961," relates to the Military Assistance Program and is the one this article is primarily concerned with; and two other parts, without specific title, which contain general provisions.

**T**HE MILITARY ASSISTANCE PROGRAM (MAP) is designed to support, as necessary, those forces which will constitute a balance of power capable of providing adequate resistance to aggression in accordance with regional defense plans. MAP serves as the strongest instrument in the accomplishment of MSA objectives.

Under MAP, we furnish friendly military forces with just about anything that could contribute to the maintenance of world peace. Equipment consists primarily of aircraft, ships, tanks, electronic equipment, small arms and machine guns, artillery, ammunition, support equipment and spare parts.

Training assistance is also furnished which not only insures the proper use of equipment, but helps the country concerned establish and standardize procedures which they can use on their own when the U.S. eventually withdraws.

The United States is now bound by various bilateral and multilateral agreements to provide many free world nations direct military assistance. The bulk of defense support goes to the countries on the perimeter of the Sino-Soviet bloc. It is quite obvious that any relaxing in this defense support would result in a decline of the free world's entire defensive posture.

The decision to provide a foreign country with military aid is made at the presidential level. Once preliminary negotiations are completed, the country formally requests military aid from the U. S. Upon approval and agreement between both countries, a team of U. S. military men is sent to the country to supervise the program's planning. Congressional appropriations finance these foreign military operations.



**NEW CREW**—U.S. Navymen train German sailors on former U.S. DD.

**W**ITH THIS BACKGROUND in mind, let's take a look at the working end of our Military Assistance Program, which, as far as we're concerned, means the Navymen assigned to the MAAGs and Missions.

Military Assistance Advisory

Groups and Naval Missions are literally a world apart in their operations, although the services they perform are quite similar.

MAAGs are combined teams of U. S. servicemen assigned as units to 24 countries in Europe, the Mid-

### ***You're Eligible for MAAG in These Rates***

Here's the listing of ratings eligible for duty with MAAGs, Missions, Naval Attache posts, and the North Atlantic Treaty Organization. These ratings are included in one allowance or another, although each individual unit is not authorized every rate listed. Enlisted women in ratings indicated below by asterisks are eligible for assignment to this duty in France and Italy only.

E-7 — BM, QM, RD, SO, TM, GM, FT, MN, ET, RM\*, YN\*, PN\*, SK, DK, CS, SH, JO, DM, MM, EN, BT, EM, IC, BU, CE, DC, EO, CM, UT, ADR, AT, TD, AK, HM, SD.

E-6 — BM, QM, RD, SO, GM, FT, MN, ET, RM\*, YN\*, PN\*, SK, DK, CS, DM, LI, MM, EN, MR, EM, IC, BU, CE, ML, EO, UT, AT, AK, PH, HM, DT, SD.

E-5 — BM, RD, GM, ET, RM\*, YN\*, PN\*, SK, DK, CS, DM, EN, CEP, CET, EOH, AK, PH, HM, SD, MA.

E-4 — BM, SM, ET, RM\*, YN\*, PN\*, SK, CS, MM, EN, DM, EOH, CMA, HM, SD.

E-3 — ET, RM, YN, CS, EOH.

Non-Rated — HN, DN. Check pages 18 and 19 for eligibility.



BELGIAN mine warfare students get the word on USS Valor (MSO 472).

dle East and Asia (see box). Their job is to instruct and advise the military forces of these countries in the operation and maintenance of military equipment supplied under the Military Assistance Program. MAAGs are generally composed of a variety of U. S. military ranks and ratings, including Navymen.

The "Chief" of a MAAG is the senior member of the group, chosen from the service having primary interest in the host country. For all practical purposes, however, the senior naval officer, whether or not he is the over-all senior military officer, is considered the commanding officer of the MAAG Navymen.

For the record, here's what MAAGs do:

- Make recommendations concerning military assistance.
- Develop military assistance plans.
- Make recommendations concerning procurement of military materiel.
- Observe and report on the utilization of materiel.
- Administer military sales transactions.
- Provide appropriate advisory services and technical assistance to recipient countries.
- Work directly with military departments in arranging for receipt and transfer of assistance equipment, training and services.
- Provide liaison with host country with respect to weapons production.

**F**OR ALL PRACTICAL PURPOSES, Naval Missions could be considered MAAGs with a different name in another part of the world. These are groups of U. S. Navymen (and some Marines) assigned to overseas areas

— primarily in South America. Their objective is to instruct friendly navies in the operation and maintenance of U. S. Navy ships and equipment furnished for the common defense of the Western Hemisphere.

Although the individual Missions (Army and Air Force also have Missions) are not MAP organizations, the U. S. has made arrangements whereby they perform the duties of MAAGs.

### Serving in 33 Nations

Navymen presently serve with MAAGs and Missions in 33 countries. The organizations in Greece, the Philippines, Saudi Arabia, Thailand and Turkey actually have designations other than MAAG because of the laws under which these groups were originally established, or by request of the host country. They perform the same functions as MAAGs, however, and are supported in the same manner.

#### MAAGs and Advisory Groups

Belgium	Netherlands
Cambodia	Norway
Denmark	Pakistan
Ethiopia	Philippines
France	Portugal
Germany	Saudi Arabia
Greece	Spain
Iran	Republic of China
Italy	Thailand
Japan	Turkey
Korea	Viet-Nam
Laos	

#### Missions

Argentina	Haiti
Brazil	Peru
Chile	Uruguay
Colombia	Venezuela
Ecuador	

A Mission is usually made up of six officers and seven enlisted men, including a yeoman and storekeeper to handle administrative chores. An average Mission is generally headed by a "Chief" who is of the rank of captain or above. Some, however, owing to their smaller size, have a commander as "Chief." The exact number of officers and enlisted men who round out the Mission is agreed upon by both the host country and the U. S.

Although the functions of MAAGs and Missions are similar, if not the same, there should in fact be no reference made to any typical organization. Each is quite distinct in size, which for the MAAGs, ranges from 20 men to several hundred, depending on the particular needs of the individual countries.

For the purpose of an example, however, the MAAG organization in Italy may give you some idea of how the organizational setup works. Italy is one of 16 countries in the European area which have MAAGs. All of them are under the Commander in Chief, U. S. Forces, Europe. MAAG Italy has a "Chief" of flag rank, and a two-man headquarters staff (an officer and a yeoman). Under the "Chief" are three sections — each of which has a section "Chief" who serves as commanding officer. In the Navy Section of MAAG Italy there are 10 officers and nine enlisted men.

A large number of officer classifications and a wide variety of enlisted rates (see box) hold down these overseas jobs. Billets are presently established for 46 different rates and ratings, plus aviation pilots.

Officers of the line from lieutenant through flag rank are included in MAAG and Mission listings. Commanders (EDO) as well as certain staff officers (LT through CAPT in the Supply Corps; LCDR and CDR in the Civil Engineer Corps; LTJG through CAPT in the Medical Corps) also receive assignments. Officers are selected by the Chief of Naval Personnel. The Chief of Naval Personnel also controls the distribution of enlisted men.

**I**F YOU'RE AN ENLISTED MAN, and interested in applying for such duty, here's how the system works.

First, you must be able to meet these eligibility requirements:

- Be on sea duty afloat. (Does not apply to enlisted women.)



- Your record must be spotless, with no history of civil arrests. (Applicants with records of repeated military offenses, or who have committed serious offenses are not acceptable.)

- You must be financially solvent; indebtedness correspondence or any indication of nonpayment of just debts is disqualifying.

- Your dependency status must not exceed the following: E-7 — 3 dependents; E-6 — 2 dependents; E-5 — 1 dependent; E-4 and below — no dependents.

- Language qualification is desirable, but not mandatory.

- You must not have completed a tour of this type of duty within the past four years.

- You must be a citizen of the United States.

- The state or country in which your wife and parents were born must be stated.

These same qualifications are necessary for assignment to one of the Naval Attache billets on the U. S. Embassy staffs in 46 countries from England to Indonesia. (A foreign born wife or parent excludes you from Attache duty.)

In addition to these requirements, and before your MAAG or Mission duty preference is entered on your Seavey rotation data card, your commanding officer will give careful consideration to your professional ability and working habits and make the appropriate recommendation.

In general, men are selected for MAAG and Mission duty from among those on the Seavey who have indicated such duty as a preference, and have been favorably nominated by their CO.

If you meet the requirements, and your CO permits your preference for such duty to appear on your Seavey card, you must submit to the Chief of Naval Personnel, via your chain of command, an enlisted evaluation report.

**E**VERY EFFORT IS MADE to order you to the duty of your choice, but you should normally expect transfer to a selected area rather than a specific activity. In many cases a billet may not exist in the area you request, or no vacancies will occur there during the period of the Seavey.

Tours of duty in MAAGs and Missions conform to tour lengths for general overseas billets in the same



AT SEA—Argentine navymen practice navigation on USS Little Rock.

areas. Normally, where a tour of duty is for three years, an extension will not be granted.

In all host countries MAAG personnel operate as part of the U. S. Embassy, and are under the direction and control of the Chief of the Diplomatic Mission. As such, their status is the same as that of personnel of corresponding rank in the Diplomatic Mission.

In addition to their regular Navy pay, MAAG members receive a cost of living allowance, the actual amount of which is revised from time to time. (*Joint Travel Regulations* lists the varying amounts.)

Dependents of some MAAG and Mission people are permitted to accompany their sponsor to his new assignment. There are areas, however, in which dependents are not authorized. This is a point prospective MAAG and Mission personnel are encouraged to clear up before requesting assignment.

Before you actually fill a Mission billet you will spend about two months of temporary duty in the Washington, D. C., area learning the language of the country in which you are assigned. You will also be briefed on some of the problems you may expect to encounter. Living conditions, schools, health, recreation, the money situation, and travel problems are all explained.

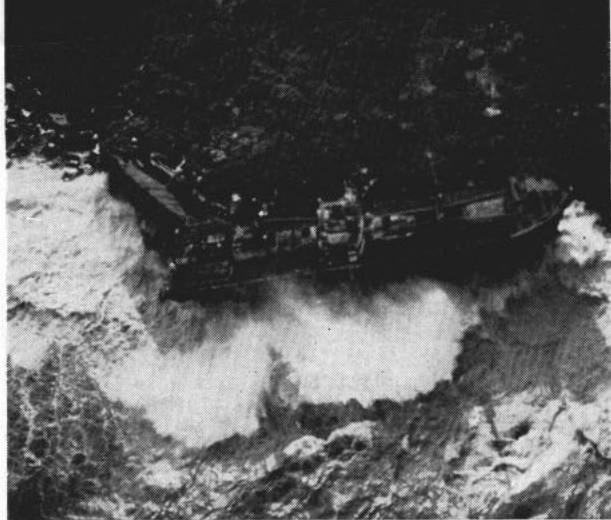
Men assigned to MAAG billets receive with their orders a summary of living conditions and other aspects of their new duty. Normally, Navy men assigned to MAAGs can expect to be sent directly from their ship to their new host country.

Many men selected for MAAGs and Missions attend appropriate instructor schools. The procedure you should follow when requesting assignment to MAAG or Mission duty (and Attache billets) is in *Enlisted Transfer Manual* (NavPers 15909A).

— Dan Kasperick, JO1, USN

TOGETHER—Spanish and U.S. sailors man lines on DD for Spain.





**ON THE ROCKS**—Merchant ship *SS Pioneer Muse* breaks up on shore of small but deadly, Kita Daito Jima.



**SURVIVORS** board *USS Princeton* (LPH 5) and enjoy a good meal.



## Double Ship Rescue

**T**INY, UNINHABITED Kita Daito Jima—a two-mile dot of coral and bush 225 miles east of Okinawa—has been significantly insignificant. Few geographers have bothered to speck their Pacific charts to show she's there. Nevertheless, the presence of Japan's Kita Daito Jima (rough translation: northern island of Daito group) has been felt, and mariners have learned the hard way that although the island appears harmless, it can be mighty dangerous if you come too close.

Last October, *ss Sheik*, a 7300-ton Lebanese merchant ship, got too close. She was caught in the center of Typhoon Tilda, tossed off course, and run aground on Kita Daito's rocky shore. The toll: two men killed (captain and engineering officer), 27 others stranded with no communications gear, and a once

seaworthy ship snapped in two like a matchstick.

A week later, evidently not satisfied with a mere 27 castaways, Kita Daito teamed up with Typhoon Violet and harassed and beached *Pioneer Muse*, a U.S. merchant freighter with 57 men on board. *Muse* had an operative radio and could at least call for help.

*uss Princeton* (LPH 5), in the area on Seventh Fleet maneuvers, got the message. *Princeton* and *uss Tulare* (AKA 112), also conveniently in the area, were ordered by COMSEVENTH FLEET to "Proceed with all dispatch" and assist the grounded ship. Enroute to Kita Daito, *Princeton* received a P.S.—rescue *Sheik's* crew also.

*Princeton* launched her rescue helicopters and all 84 survivors were whisked to safety.

**DANGER SPOT**—Two mile dot of Kita Daito Jima is insignificant on chart, but is unhealthy spot for ships.







HEAVE HO—Navy salvage ships attempt to pull USS *Baldwin* (DD 624) off rocks at Montauk Point, L. I.

## Salvage Job at Sea

Uss *Baldwin* (DD 624) became the object of one of the Navy's major salvage efforts of recent years after she grounded some two miles southwest of Montauk Point, Long Island.

*Baldwin* was being towed by uss *Keywadin* (ATA 213) from Boston, to be placed in mothballs with the Philadelphia Reserve Fleet, when her tow line parted in a storm and she went adrift.

Uss *Luiseno* (ATF 156) was dispatched from Newport, R. I., to help *Keywadin* recover the drifting destroyer, but heavy seas made boarding impossible and she ran aground the next day.

The afternoon *Baldwin* ran aground, uss *Hoist* (ARS 40) and *Windlass* (ARSD 4) joined the two tugs in an attempt to salvage her. When the sea subsided, swimmers were sent out to determine the amount of damage done to *Baldwin*.

The swimmers returned with a discouraging report that the engineering spaces were flooded to within three feet of the main deck, and

that there were varying amounts of water in most other compartments below the main deck. There were also 14- to 18-inch holes in the starboard side.

The salvors battled high seas to get pumps aboard, and there followed a heartbreaking succession of pumping, pulling by *Hoist* and *Windlass* and continued flooding.

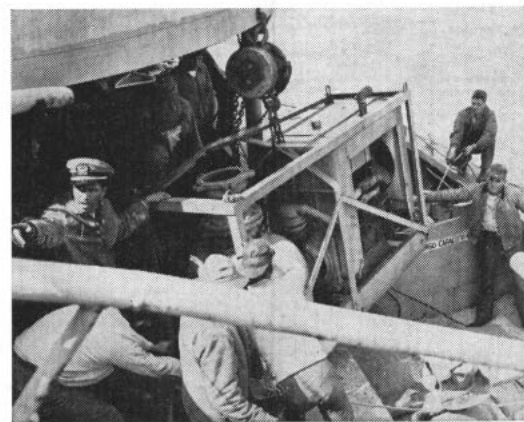
Later the salvage barge YFNB-17 and uss *Salvager* (ARSD 3) arrived on the scene. Crews worked around the clock in dense fog and heavy seas. At times, working parties would be stranded aboard the stricken *Baldwin* without food because of the adverse weather.

After being compelled to leave *Baldwin* several times because of heavy seas, the salvage crew made her compartments air-tight, pumped air into them, and forced the water out.

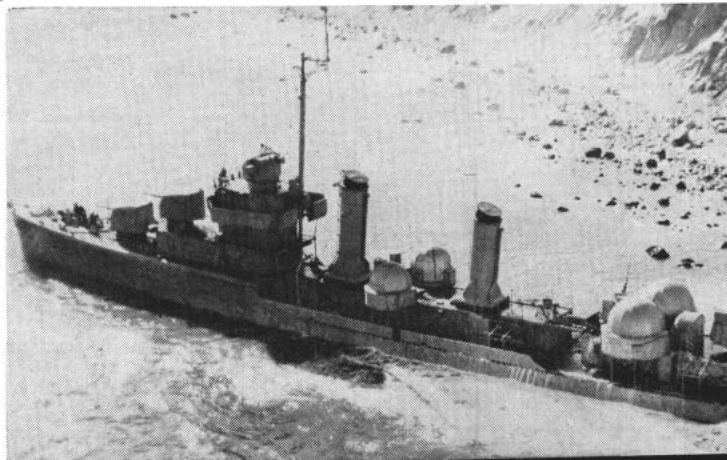
Finally, *Baldwin* was full of air down to the level of the holes in the bottom and sides and was pulled free of the rocky beach, 49 back-breaking days after she ran aground.



ROUGH JOB — Salvage crew hits line as cable is mulehauled aboard. Below: Pump boards *Baldwin*.



WET WORK—Diver surfaces after checking hull. Rt: Spot where DD wound up after storm parted tow cable.



# SERVICSCOPE

Brief news items about other branches of the armed services.

THE U. S. AIR FORCE is deactivating its floating Arctic station, which has gone aground near Point Barrow, Alaska.

Ice Island Bravo, which is a four-by-seven-mile piece of ice floating in the Arctic Ocean, has been used as a research station by the Air Force since 1952. It has floated back and forth with the currents, allowing scientists to study the weather, geology, marine life and other phenomena of the Arctic.

Buildings and enough equipment and supplies to reopen the station will remain on Bravo in case it floats free and again becomes useful to the Air Force.

★ ★ ★

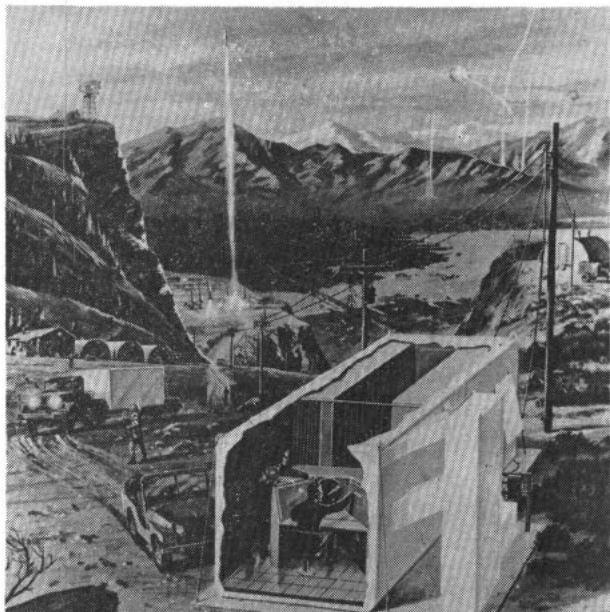
IF A LOOKOUT ON YOUR SHIP should report an Army tank off the starboard quarter one day—he may be right.

The U. S. Army has proposed a new type of vehicle that can travel on water, hard surface, snow, mud or tundra. A civilian aircraft company has been issued a \$20,000 Army contract to design the new vehicle.

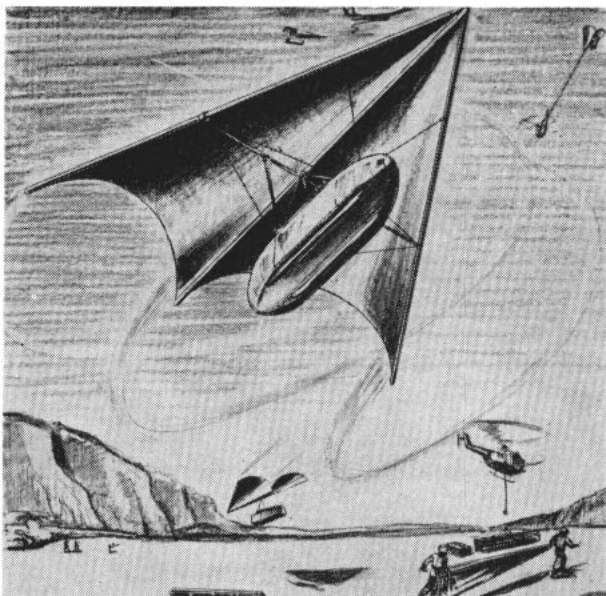
A continuous track of rubber-impregnated cells filled with low pressure air will give the vehicle high flotation capability and permit it to ride over soft terrain or water. It will probably resemble a tank and will have self-cleaning tracks. Air will blow away mud, dust or snow.

The contract for the vehicle, which will be called PAT (Plenum Air Track), provides for a preliminary investigation of the new concept in transportation. Plenum—the Army release says—is an air supply chamber which can be furnished with air automatically if pressure is lost. The cells would be self-sealing if punctured.

PAT should travel about 10 miles per hour on water and 50 miles per hour on highways. The speed on water would be about twice that of present amphibians.



ON GUARD—Artist's conception shows U.S. Army's Birdie air defense coordination system in action.



ARTIST'S conception shows 'paragliders' of U.S. Army delivering payloads after release from plane.

A half-scale test bed of PAT will be delivered to the U. S. Army Transportation Research Command at Fort Eustis, Va., by the contractor during the first phase of the development program.

★ ★ ★

A COUNCIL OF AIR FORCE civilian scientists has been formed to improve the exchange of information among the experts engaged in weapons planning, research and development.

The council will point out specific problems which require specialized scientific abilities. It will also assist in locating scientific talent within the Air Force or its supporting scientific groups.

Council members will serve as individual scientists rather than representatives of any particular organization within the service.

★ ★ ★

THE NEW PAYMASTER for nearly 2100 members of military units at the U. S. Army Electronic Proving Ground, Fort Huachuca, Ariz., is a high speed digital computer.

Army pay clerks furnish to the Computer Center the base pay, quarters allowances, insurance premiums, family allotments, taxes and other items from the finance records of the troops. This information is then translated into machine language by personnel of the Automatic Data Processing Department and stored in the memory core of the computer "paymaster." The exact amount due each soldier is computed in a matter of seconds.

Inauguration of the new system of maintaining finance records at Fort Huachuca is the first live test of the special Military Pay Project. Each month the operation at Fort Huachuca will be expanded so that by February 1962 nearly all military personnel stationed at the post will be paid by computer. The adoption of the new automated method is expected to reduce the number of man-hours and the volume of



paperwork involved in calculating the monthly pay of Army personnel. The degree of automation will be increased until the most efficient balance of manual and machine methods is achieved.

★ ★ ★

AN AIR FORCE motion picture produced to keep Airmen abreast of latest aerospace developments has received world recognition at the 5th International Film Festival in Venice, Italy. The film, a 28-minute documentary, features Air Force missile and aerospace developments during 1960.

Judges at the Festival voted the movie a Special Diploma in the Newsreel category. A scroll which cites the Air Force for "achievement in a highly regarded and very competitive category" was presented to Major General Arno H. Luehman, Air Force Information Director. The film was made by cameramen of the Air Photographic and Charting Service, Orlando AFB, Fla.

★ ★ ★

SLEEP, THAT FAMILIAR PROCESS which has intrigued ancient philosophers and modern scientists alike, has lately come under the scrutiny of the Walter Reed Army Institute of Research at Washington, D. C.

Research on the basic nature of sleep showed the brain to be the organ most sensitive to the stresses of sleeplessness.

After long sleep loss, the brain operates much like a motor in need of a tune-up. It misfires, runs normally for a while, then falters again so that the subject experiences lapses in attention and fleeting visual illusions, such as rolling and tilting floors.

The studies showed the body has a built-in cycle with a low period occurring between 0100 and 0600. A high period occurs in late afternoon or early evening.

A person who is awake during the low period is less alert no matter how well he rested beforehand and should not be expected to perform at top efficiency for long periods of time.

For people who have to work during the low period, scientists recommended short rests and frequent changes of routine.

They also noted that soldiers performed better in self-paced jobs such as typing letters or sending messages than they did on work-paced jobs like watching a radar screen or receiving radio messages where the soldier has to respond immediately.



PARADIVERS of U.S. Air Force prepare a capsule for pickup during a recovery practice session.



HIGH OCTANE—USAF F-100 *Saberjets* refuel from KB-50 *Superfortress* over the North Atlantic Ocean.

The study was made with the cooperation of more than 100 soldiers who volunteered for the project, which sometimes involved as many as five days of sleeplessness.

Scientists reaped a harvest of information on men whose jobs require constant alertness such as men on guard duty, helicopter pilots, radar screen scanners and signalmen monitoring communications devices.

★ ★ ★

FAIRCHILD AFB, Spokane, Wash., has become the U. S. Air Force's fourth operational launching site for the *Atlas* intercontinental ballistic missile.

*Atlas*, and its associated launch complex and ground equipment are under the operational control of the Strategic Air Command's 92nd Bomb Wing. The missile furnishes Fairchild with a dual strategic mission capability, joining the bomb wing's already existing B-52 heavy jet bombardment force.

Operational *Atlas* missiles are also assigned to Vandenberg AFB, Calif.; Warren AFB, Wyo., and Offutt AFB, Neb.

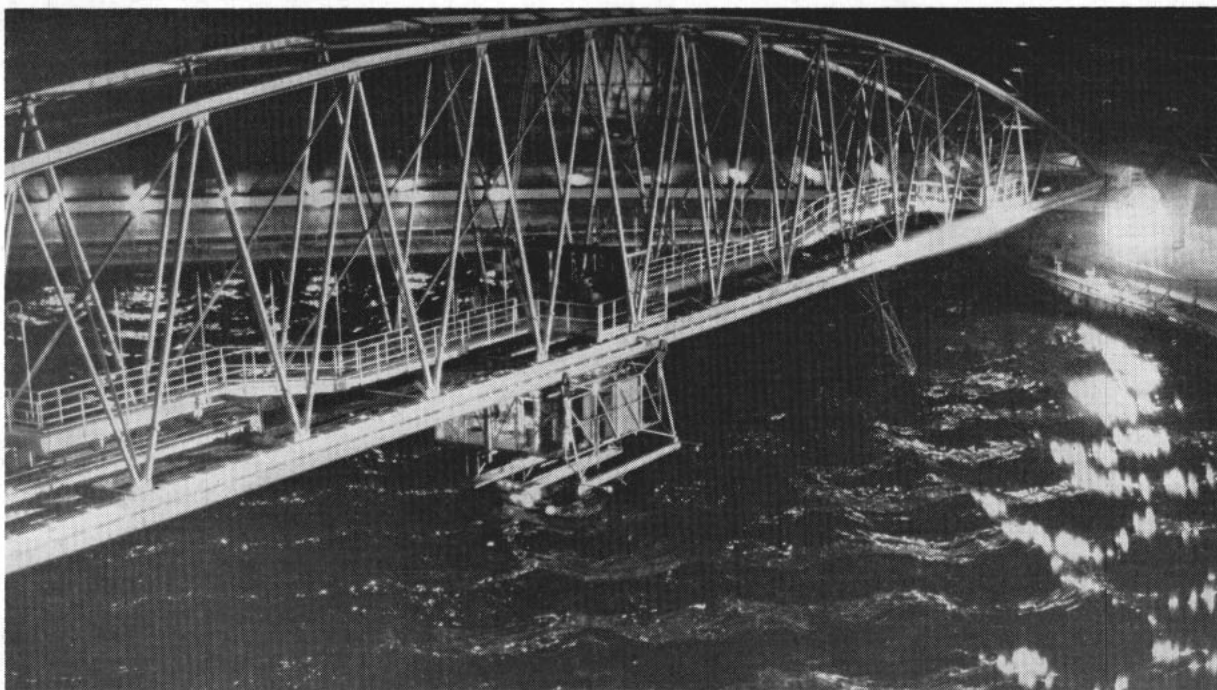
★ ★ ★

APPROXIMATELY 1200 German Shepherd dogs will be purchased by the Army by the end of next July for sentry duty at bomber and missile bases.

Of that number, 800 will be trained to meet normal Army and Air Force requirements in the U. S., while the remaining 400 will serve the Air Force in the Far East.

To fill this emergency requirement, the Army Quartermaster Corps has modified animal eligibility and owner-processing procedures. For example, pre-sale X-rays, formerly performed by civilian vets and paid for by individual dog owners, are now being handled at Army expense. Also, earlier specifications included a maximum weight and height, and called for inconspicuous colors. These requirements are being relaxed, to a certain extent.

Now, Army specifications call for pure-bred German Shepherds; one to three years of age; minimum height at shoulder must be 23 inches; minimum weight, 60 pounds; may be any color and of either sex. Alertness, aggressiveness and vigor are essential qualities.



SEA INSIDE—'Confused sea' test is held in safekeeping facility at David Taylor Model Basin.

## David Taylor's Instant Oceans

Naval architects can now use ship models and miniature storms at sea to make thorough tests of the handling qualities of their product long before the finished ship itself is ready for sea.

Variable, confused, or downright rough seas can be created at the new Maneuvering and Seakeeping Facility and Rotating Arm Basin, completed recently at the David Taylor Model Basin near Washington, D. C.

Although model basins have been used for more than 60 years to predict the performance of ships, their results were not entirely satisfactory. A simulated run could be made only in smooth water and in more or less "regular" waves, which are, in fact, rarely encountered at sea.

Now, with the opening of the new facilities at David Taylor, tests of model ships can be made at any angle to simulated waves, allowing maneuvers which could not be tried before.

The Rotating Arm Basin will solve the problems linked with a ship's directional stability, maneuverability and control. A 129-foot aluminum arm supports test models by a system of tracks, tow carriage,

positioning apparatus, towing struts and force balance. The basin measures 260 feet in diameter, is 21 feet deep.

The Maneuvering and Seakeeping Facility (MASK), the other new basin, has been described as the world's largest simulated ocean. (The rectangular concrete basin is 240 by 360 feet, holds 20 feet of water, which totals out to some-

thing like 12 million gallons.)

In this basin, 21 pneumatic wavemakers have been installed to generate waves which range from three to 40 feet in length, with corresponding maximum heights of 2½ inches to two feet. (Full-scale waves would range up to 100 feet in height, 2500 feet in length, depending on model length.) The machines can create programmed short crested waves which simulate the entire range of ocean environment up to seas corresponding to gale force winds.

Fixed bar type, concrete wave absorbers have been installed along the basin walls, reducing reflections to a minimum.

Tests in the MASK will be chiefly concerned with the loss of sea speed, the improvement of seakeeping characteristics of surface ships, and the prediction of ship motions in rough water.

Congress provided long ago that the Navy's model basins be made available to the maritime industry, but until now David Taylor has not been able to meet all the requests. With the operation of the new facilities, however, shipbuilders and naval architects should find the testing site more readily available.



DOWN UNDER — Polaris system undergoes test in the largest simulated ocean in the world.



# LETTERS TO THE EDITOR

## Specific Recruiting Duty

SIR: During a recent Seavey-Shorvey lecture our division was informed that when requesting recruiting duty we should select any city of our choice. As I see it, the *Enlisted Transfer Manual* doesn't go along with this. It says to request duty in cities with main stations only, with ultimate reassignment to a sub-station from there. Which procedure is correct? If the *Transfer Manual* is right, how would the main station know what my duty choice really is? — H.J.M., MNC, USN.

• The "Enlisted Transfer Manual" (NavPers 15909) is correct. However, there are other provisions for you to make additional choices within the area to which assigned. Approximately two weeks before you are graduated from Recruiting School you may make your bid for a specific city, and, if there's an opening and you are qualified, the officer in charge of that station will see to it that you receive the assignment. — Ed.

## Brothers in the Same Unit

SIR: When I was in boot camp in San Diego, I requested duty with my brothers who were then aboard the ship in which I am now serving. When I reported aboard, however, one of them was about to be transferred and the other was being discharged.

Since they are no longer aboard, is it possible for me to be transferred to New Orleans, La., where the one brother is now assigned? He will be there for some time. — C.P.B., USN.

SIR: I have been told I can request duty with my brother.

Although he has been in the Navy longer than I, we are both in an aviation rating. The only possible difficulty

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

is that he is on shore duty and I am on sea duty.

Can you point me at the directives that will tell me how to do this? — K.B.H., USN.

• Although each case is considered on its individual merits, we have been told that requests for brothers to serve together are approved only if the one submitting the request for transfer is eligible for it and a billet exists at the activity at which he requests duty.

Usually, the member of the immediate family who wishes to be transferred must be available for normal rotation. In other words, he should be in a further assignment category such as a recruit, school graduate, reenlistee for general detail, hospital release, on Seavey or Shorvey, or in some other special status that would normally call for a transfer.

You are free to submit your request for consideration in any case, but unless you fall into one of the above categories, your chances are not very good.

Article C-5207 in the "BuPers Manual" explains the procedure for submitting a request of this type. — Ed.

## PUC With Star

SIR: I have noted what appears to be a mistake in the "Quiz Aweigh" section of the April 1961 ALL HANDS.

You state that the PUC is worn with a star only when a wearer rates a second award. I am of the opinion that the ribbon and star are worn together, as shown in any medal display I've ever seen. If ALL HANDS is correct, those medal displays always show two awards, which doesn't seem reasonable.

I maintain that the star is worn to signify that the wearer actually took part in the action for which the PUC was awarded. All others who are assigned to the ship or unit at a subsequent time wear only the ribbon; when they are detached, they remove the ribbon. Am I right? — M.E.B., ML2, USN.

• Well now, 'ol buddy, you'd be right, and we'd be wrong, were it not for one small detail — SecNav Notice 1650 of 31 May 1957. This notice published a change in the method of dis-

playing the insignia for the PUC.

Whereas the previous regulations provided that personnel who were attached to and serving with a cited unit during the period for which cited could wear the ribbon bar with star permanently, the new regulations as published in 1957 (and also as shown in the "Navy and Marine Corps Awards Manual," NavPers-15790) provide that such personnel may wear the ribbon bar only for the first citation, and may add a star for each subsequent citation for which they are eligible. Furthermore, the new regs prohibit wearing of the ribbon bar by personnel who did not actually participate in the cited action, but who reported to the unit at a later date. — Ed.

## CPOs with Marine Units

SIR: There is some disagreement among the CPOs serving with the Second Marine Division concerning interpretation of Articles 1156 (2) (a) and 1156 (2) (b), Navy Uniform Regulations. Some contend that the first paragraph applies to enlisted personnel other than chief petty officers, and that the second applies only to CPOs.

The specific question I'd like answered is: Does a CPO wear both the rating badge and collar device on the Marine khaki shirt, or the collar device only? — C.B.H., HMCS, USN.

• In answer to your specific question — a CPO serving with a Marine unit should wear the collar devices only on the Marine khaki shirt.

Confusion has arisen in this area because, at the time of adoption of the CPO collar device, Art. 1156 (2) (a) was not revised to provide that the collar devices would be worn in lieu of the blue rating badge. The next page change will reflect this information. — Ed.

## Compulsory Pay

SIR: In a back issue of ALL HANDS (May 1961) I came across an article on Navy pay. In it you say that each man must be paid at least twice a year. Is this compulsory? Can you give me the reference to such an order? I have found nothing in the *Navy Comptroller Manual* to clarify this. — D.S. DKSN, USN.

• The "Navy Comptroller Manual," paragraph 044650, states that, if practicable, all men will be paid in full on 30 June and 31 December. Except in unusual circumstances, unpaid amounts are not carried forward to the new pay records which go into effect twice each year. — Ed.

## Retired Officer's Uniforms

SIR: How many uniforms should a retired officer have, and how long should he keep them?

I have been unable to find any statement concerning this point. — W. M. P., PNC, USN.

• A retired officer should have presentable blue, white and khaki uniforms, and they should be kept as long as the officer is fit for duty.

To the best of our knowledge, there is no regulation or policy to this effect, but it does seem to be an accepted and realistic viewpoint. (You'll note we are trying to be tactful in our avoidance of any reference to the changing shape of the retiree.) — Ed.



TOP INSPECTOR—SecNav John B. Connally inspects Marine honor guard on board Sixth Fleet flagship USS Springfield (CLG 7). (Rt.) After visit to USS Dewey (DLG 14) SecNav returns to Springfield via highline.



### Enlisted Precedence System

SIR: My comments are in reference to the letters section (ALL HANDS, April 1961) in which you explained in some detail the matter of enlisted precedence.

As I see it, it does not stand to reason that a QM1 should be replaced as his division's leading petty officer by one of his shipmates, a BM2, when the BM is advanced. I interpret your reference, Art. C-2103 of the *BuPers Manual*, as saying a young upstart should take over his division as its leading petty officer as long as his rate is high on the precedence list.

I, for one, in all fairness, would like to see this article changed. Otherwise put the BMs in as leading petty officers in the first place. It is my belief that time in rate should be ranged first in precedence. Experience is surely the best teacher, and the long-time Navyman is certainly capable of exercising his authority, or he would not have been made a petty officer in the first place.

Maybe other POs like myself would like that article rectified rather than simply clarified as you have been doing. The term petty officer has a forgotten meaning. We are supposed to be men rated for our superior knowledge and ability in handling men. If precedence is rated above being a good petty officer, then the meaning of petty officer should be degraded.

Where do senior POs stand in situations like this? Must we be constantly degraded to "Precedence POs"?—J.L.M., QM1, USN.

• You state your case very well, and no doubt you speak for many Navy men who feel the same way.

*Proposals for the abolition of the present enlisted precedence system have been considered many times. In fact, the Bureau of Naval Personnel just recently completed a study of this ticklish situation and found there could be no one solution which would apply to all conceivable situations. Accordingly, no change to the present system is planned.*

*Precedence is established primarily to fix responsibility in a situation where men of equal pay grade are gathered together. The precedence picture is focused on the appropriate fields of experience to insure that the best qualified men assume the responsibilities of command in an emergency.*

### Shipping Over Bonus

SIR: I have a question concerning the recoupment of reenlistment bonus. My present enlistment expires in March 1963. By shipping a year early, I could reenlist in March 1962. During Fiscal 1962, however, I expect to be appointed ENS (LDO-T). If I reenlist a year early, before my appointment date, would the reenlistment bonus be recouped when I receive the commission?—A.O.K., PNCA, USN.

• There will be no bonus to recoup. According to paragraph 6c of *BuPers Inst. 1133.4A* (the authoritative guide on the discharge and reenlistment of Regular Navy men within one year of expiration of enlistment), you are not eligible for early discharge and reenlistment if you possess information of your selection for appointment to a commissioned or warrant rank.—ED.

*In specific reference to the situation you have posed, the BM1 is indeed the "leading" petty officer in all military matters. However, it must be remembered that in other, non-military functions, the QM1 would take precedence.*—ED.

### Paratrooper Jump Badge

SIR: I have seen Navy men who were formerly Army paratroopers wearing the Paratrooper Jump Badge on the Navy uniform. I have been told that this is authorized.

Can you tell me if Navy men are authorized to wear this badge? If they are not, what regulation covers it?—A.R.R., CTC, USN.

• The Navy considers badges such as the one you mention as insignia. Uniform regulations specifically prohibit the wearing of insignia of other services and countries with the Navy uniform.

You can find the prohibition in Articles 0157.1a and 0656.1a of the "Uniform Regulations."—ED.

### Have You Read the Constitution?

SIR: The Uniform Code of Military Justice is posted prominently aboard all ships and stations of the Navy as required by *Naval Regulations*. This system of military law derives its authority from the basic law of the United States, the Constitution. Yet the average enlisted man or officer has to go to the ship's library, or read the appendices of the *Manual for Courts-Martial* to see a copy of the Constitution.

During reenlistment interviews, and during discussion periods at a recent leadership school held by this command, many senior petty officers com-



mented on the large number of young men they had interviewed who do not realize the privileges they enjoy as Americans and are serving to defend as Navymen. The prominent display of the Constitution and other documents basic to our way of life would be a constant reminder to all hands of the principles they represent all over the world.

Most foreign navies display the national ensign, and portraits of their country's "George Washington" and present ruler or president, in their ship's wardroom or ship's office.

Copies of our Constitution and similar documents may be purchased from the Government Printing Office. I think ships and stations should be required to display at least the Constitution. — George E. Spooner, CTC, usn.

• *You may have something here, but we would rather leave the comments to our readers. They are normally quite happy to express their opinions on these matters.*

*If you or your ship are interested in obtaining copies of historical documents, they may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D.C.*

A 38- by 31-inch facsimile of the Constitution, a 33- by 31-inch copy of the Bill of Rights, or a 35- by 29-inch copy of the Declaration of Independence may be purchased for \$.45 each. They are suitable for framing.

*For just \$1.35 you can get these important and patriotic reminders for your ship or station.* — Ed.

#### Re-Uppin'-Most

SIR: We believe our Naval Air Facility at Monterey, Calif., has a higher percentage of reenlistments than any ship or shore station with an average on-board count of approximately 500 enlisted men.

In an attempt to prove it, we hereby issue a can-you-top-this challenge to all commands with a similar manpower count. Here's our reenlistment percentage for the 10-month period from 1 Sep 1960 through 30 Jun 1961:

- Of 85 men eligible for separation, 71 reenlisted for an over-all percentage of 83.5.

- Of 57 first termers eligible to ship over, 43 reenlisted for a percentage of 75.4. (Of these, incidentally, 36 took advantage of STAR, the Selective Training and Retention program.)

- Career reenlistments were 100 per cent — all 28 men who were eligible to ship over did so.

If any ship or station can top these figures we would like to know it. If there is no response to this challenge, we will consider NAF Monterey as the re-uppin'-most place in the Navy. — R.H.R., CAPT, usn.

• *You've sold us, Captain — at least for the time being. Our researchers*



REFLECTING an attractive image in mirror landing system aboard USS Saratoga (CVA 60) is 'Miss Navy Wings of Gold' Anita Cowart.

*couldn't find a higher reenlistment rate for any other command with 500 or more men, but, as an educated guess, we have a hunch you'll be hearing from one.* — Ed.

#### First Class on First Hitch?

SIR: Has anyone been rated first class during a first enlistment in the Navy (without previous service in the other armed forces) since the time-in-grade requirement for advancement from E-5 to E-6 was changed from 12 months to 24 months? — J. G., BU1, usn.

• *A quick bit of arithmetic would have given you your answer. Obviously under the present service in pay grade requirements, it is impossible to advance to PO1 during a four-year or minority enlistment.*

*Those requirements are:*

E-1 to E-2 — four months

E-2 to E-3 — six months

E-3 to E-4 — six months

E-4 to E-5 — twelve months

E-5 to E-6 — 24 months

52 months (four years and four months.)

*It is true that a man serving on a six-year enlistment could make it — but you'll find that the Navyman serving a six-year hitch as a first enlistment is a rare bird indeed.* — Ed.

#### Travel for Dependent Parent

SIR: I'm an unmarried second class petty officer on active duty. My father lives with me, is classed as my legal dependent, and receives a "Q" allotment from me each month. I have never requested travel pay for him, or proceed time for myself when transferred, but I understand that I may be eligible for both. Is this true? — R. H., HM2, usn.

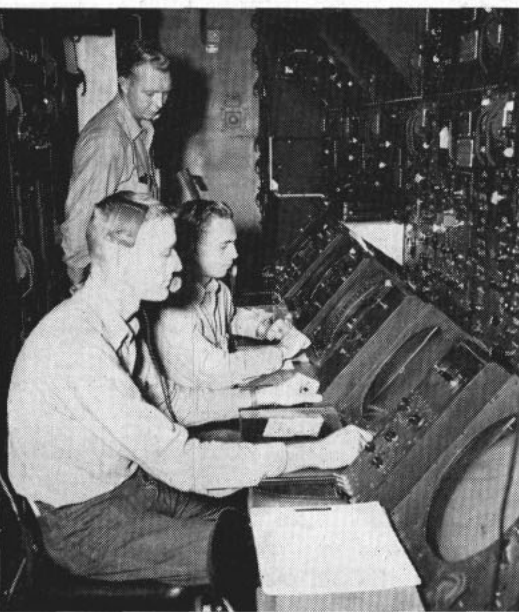
• *It is — under certain conditions.*

"BuPers Manual" says that an enlisted man with dependents may be authorized four days' proceed time, exclusive of travel time, when transferred on permanent change of station orders, with or without temporary duty en route, and when the orders fix no date and do not express haste. An exception would be if you were transferred in a draft.

In addition, a Navyman under permanent change of station orders may be reimbursed for travel of a dependent parent, provided such parent actually resides in his household and makes the move in connection with an ordered permanent change of station, with the intent to establish a bona fide residence at the new station. — Ed.

MISS CALIFORNIA, Susan Ann Henryson, is piped ashore after visiting USS Lexington (CVA 16).





AIR CONTROLLERS of ground control approach unit, Naval Station, Rota, Spain, man their gear.

#### But How About Griffin?

SIR: Some time ago ALL HANDS carried a letter about *uss Fulton* (AS 11). The editor's reply mentioned the work done by *Fulton* on a sub base and submarine rest camp at Brisbane, Australia.

The base and camp at Brisbane had been started by *uss Griffin* (AS 13), in which I had the privilege of serving. For a while, *Griffin* was the flagship of the then Rear Admiral F. W. Rockwell, who had just arrived in Australia after his escape from the Philippines with General MacArthur.

Since the brief brush with old times has given me a bad case of nostalgia, would you run a short history of *Griffin*? — H. G. F. SHCLK USN (Ret.).

• We hate to see a case of unrequited nostalgia. And *Griffin* was one of the unsung ships that contributed to the excellent performance of the silent service in sinking the rising sun. So here's your history.

*Griffin* was acquired from the U. S. Maritime Commission in 1941 under the name *SS Mormacenn*. She was renamed in honor of RADM Robert S. Griffin who earned the Distinguished Service Medal as Chief of the Bureau of Steam Engineering.

The ship was first placed in commission on 31 Jul 1941 and was converted to a submarine tender. Work was completed in September 1941, after which she visited several East Coast ports.

When war was declared, *Griffin* was at Argentina, Newfoundland. She returned to New London to take on provisions and stores, and left for the Pacific Theater.

On her 59-day trip to Brisbane, Australia, *Griffin* traveled with Submarine Squadron Five on board and carried ordnance material for *uss Holland* (AS 3), plus the usual overhaul and supply material.

When *Griffin* arrived at Brisbane, she started Navy Submarine Repair Unit No. 134 at the New Farm Wharf.

While she was at New Farm Wharf, she refitted, repaired, fueled, provisioned and armed a total of 50 submarines.

After *Griffin* was relieved by *Fulton* (AS 11) she returned to the United States in January 1943, to go into dry dock at Oakland, Calif., after which she went to Pearl Harbor where she tended a total of 40 submarines.

*Griffin* again returned to the United States in January 1944 and was overhauled at Mare Island after which she departed for Fremantle, Australia.

It was here that the shortage of rubber items began to be felt by repair activities in the Fremantle area.

To alleviate the situation, *Griffin* experimented with a rubber shop which eventually supplied all the local activities.

Before *Griffin* departed on 20 Nov 1944 she left behind the plans and data for the continued operation of the rubber plant.

At Mios Woendi, *Griffin* relieved *uss Orion* (AS 18). Only two subs were tended at this advance base and her work consisted of the care, upkeep and repair of other types of naval vessels.

Early in February 1945, she was ordered to Leyte and from there to Luzon.

At Subic Bay, *Griffin* set up the first

submarine repair activity in the Philippines since their fall in 1942. In addition to tending subs, she engaged in the construction of Camp Coe.

It was during this period of *Griffin's* duty that her divers neutralized a mine which the destroyer *uss La Valette* (DD 448) had struck. *Griffin* kept the ship afloat until drydock facilities became available even though the anchorage in which the work was being conducted was under constant threat of air attack.

On 22 Mar 1945, *Griffin* left Subic Bay and was at Midway when the war ended. In September, she departed for San Francisco and was decommissioned and placed in reserve status on 12 Oct 1946. — Ed.

#### CPO Wants Grandson to Go Navy

SIR: My grandson is in college and is in the Army ROTC because no Naval ROTC is available.

When he graduates from college, he will be appointed a second lieutenant in the Army Reserve. Would it be possible for him to obtain a commission as ensign in the Naval Reserve instead? — T.A.H. SKC, USN (Ret.).

• Young men who take Army ROTC training are not normally eligible for a naval commission and the Navy does not solicit applications from persons enrolled in the ROTC programs of its sister services.

However, if your grandson can obtain a signed statement from his superior officer to the effect that he will be released from the program in which he is now serving, the Navy can process his application for Officer Candidate School, Newport, Rhode Island. He must obtain his release at least six months before his graduation.

When he successfully completes OCS, he will receive his commission in the Naval Reserve. — Ed.

#### Information Please

SIR: The Naviator Information Office at NAS New Orleans is compiling a follow-up file on all officers, former NavCads and officer candidates processed there from 1948 to present.

The purpose of this file is to complete the records and history of this office since its organization as a processing activity for flight trainees from southern Alabama, southern Mississippi, Louisiana, and the Pensacola area.

We would appreciate it if any of your readers who fall into the above category kindly advise us of their current status and address as soon as possible. — CDR Jesse Wood, Jr., USN, Naviator Information Officer.

• New Orleans-processed aviators should address their cards, with the above-mentioned information, to Naviator Information Office, U. S. Naval Air Station, Alvin Callender Field, New Orleans 40, La. — Ed.

#### Youngest Chiefs

SIR: The CPO Association of Albuquerque, N. Mex., has initiated into its ranks a man we think is quite possibly the youngest chief (23) in the Navy. He is James G. Hambley, GMTCA, USN. Chief Hambley was born on 27 Jan 1938, enlisted in the Navy on 31 Jan 1955, and advanced as follows: GM3 — 16 Apr 1956; GM2 — 16 Jun 1957; NW1 — 16 May 1958; GMTCA — 16 Sep 1961. — F. E. Barnett, YNCA, USN.

• Sounds like quite a success story. Another chief of recent years — John B. Lipinski, AEC — put on the hard hat in 1958 at the ripe old age of 24. Your report is the first on a 23-year-old chief. Others may have made CPO in less time or at a younger age, perhaps during the war, but to do so these days seems rather unusual, considering time in rate requirements and the service-wide exam schedule. Congratulations to Chief Hambley. — Ed.



## Navy's First Admiral

SIR: The paragraph on page 43 of *The Armed Forces Officer* (NavPers 15923) states: "... and our first full admiral, David D. Porter; both won their rank in the Civil War."

VADM Leland P. Lovette's book, *Naval Customs, Traditions and Usage*, however, states that "David Dixon Porter . . . became the second officer to attain the grade of full admiral; his foster brother, Farragut, was the first." It also says, "The first naval officer to become an admiral was David Glasgow Farragut, so appointed on 25 Jul 1866."

Which book is wrong?—K. W., LCDR, USN.

• We hesitate to admit that one of our *Leadership* books is wrong, but we have no other choice in this case. David G. Farragut was our first Admiral and David D. Porter was our second.

The "Encyclopaedia Britannica" says of David D. Porter: "In 1870 he succeeded Farragut in the grade of Admiral." Also, "Naval Orientation" (NavPers 16138-C) states on page 26: "The outstanding battle leader of the Civil War was our first admiral, David G. Farragut."

If you're interested in ranks and how they evolved into our present officer structure, you might read an article in the September issue of *ALL HANDS* which tells a little about the history of all present ranks in the U.S. Navy.

## Marksmanship

SIR: I have competed in rifle and pistol matches for many years now, and would like to know if the Navy has a marksmanship program similar to the U. S. Army's Advanced Marksmanship Unit (AAMU).

If there is such a program in effect, how do I go about applying for such training?—B. B., EMC, USN.

• The Navy has no extensive program, such as the Army's AAMU. However, there are a total of 22 Small Arms Marksmanship Instructors (SAMIS) assigned to various naval districts and at some air stations and naval bases. (See page 30, *ALL HANDS* September 1961.)

Further information on the subject is available in *OpNav Inst. 3573.7A* and *BuPers Notice 3590*, and from the Chief of Naval Personnel (Attn: Pers Glb).—Ed.

## Combat Airview Insigne

SIR: It is my understanding that a previously earned Combat Aircrew insignie, without battle stars, may no longer be worn. Recently, however, several officers in responsible positions at my duty station have interpreted Article C-7403 (8) (c) of the *BuPers Manual* as authority to continue the wearing of this insignie by those who earned it years ago under Art. C-7403, *BuPers Manual* (which authorized wearing of that particular decoration throughout a person's naval career once



THREE FOR THREE—USS Truckee (AO 147) is winner of ServLant's Intra-type Battle Efficiency 'E' Award for the third consecutive year.

it had been earned). Who's right?—L.N., PHC, USN.

• You are. Under the latest "Uniform Regulations" the Combat Aircrew insignie without battle stars is no longer authorized to be worn. The current "BuPers Manual," Art. C-7403 (8) (c), supersedes previous instruction under which the insignie could be worn.—Ed.

## Separate and Distinct

SIR: Are the Medical Corps and Medical Service Corps considered as the same organizations for purposes of command succession, or are they separate and distinct? Article 1377 of *Navy Regulations*, which applies to staff corps succession, states, essentially, that in the absence of a staff corps commanding officer, the officer next in rank of the same staff corps shall succeed him.

Take, for example, a situation in which a Medical Corps officer has been detailed as commanding officer of a medical establishment. In the absence of this commanding officer, who would succeed him: a Medical Service Corps officer, who is next in lineal rank, or another Medical Corps officer, who is third in lineal rank?—R.H.S., LCDR, USN.

• The Medical Corps and the Medical Service Corps are separate and distinct for purposes of succession. In the situation you pose, the CO, a Medical Corps officer, would be succeeded by another Medical Corps officer, even though such officer may not be next in lineal rank.—Ed.

## Sailing Through Corinth Canal

SIR: Your July cover picture of *uss Alacrity* (MSO 520) in the Corinth Canal prompts me to send a companion shot of *uss Cone* (DD 866) in the canal.

I believe *Cone* is the first United States destroyer to pass through the canal since *McCard* (DD 822) made the passage in 1954.

*McCard* passed through the canal from west to east, while *Cone* sailed

from east to west, thus shortening her voyage from Athens to Naples, Italy by 100 miles. She squeezed through with 15 feet to spare on each side.—C. A. Taylor, CDR, USN.

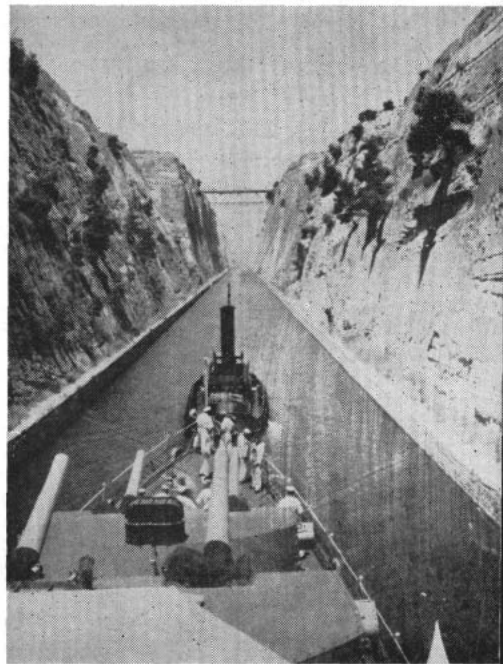
• United States Navymen who see the Corinth Canal see the fulfillment of an ancient dream. The Emperor Nero of Roman fiddle-and-fire fame started the canal in 67 A. D.

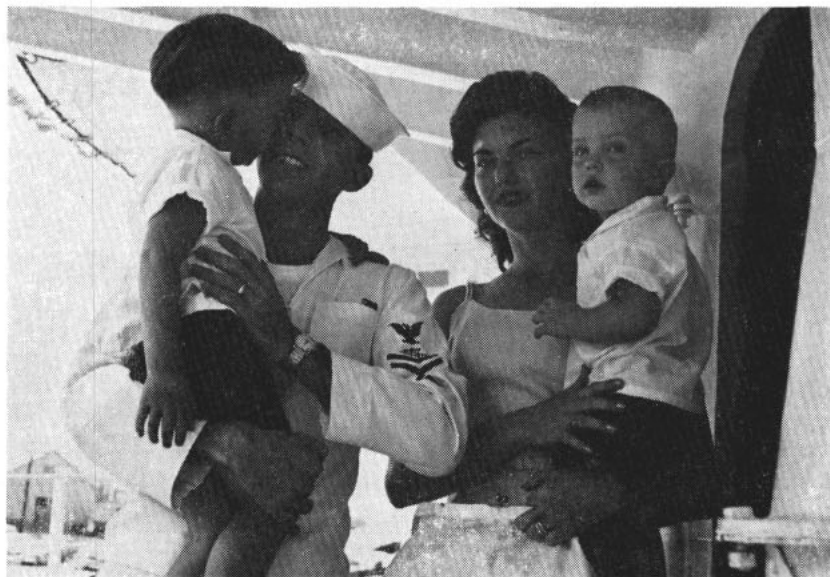
The work was abandoned by the Romans when Nero died but, after many vicissitudes, the present canal was completed in 1893.

The canal was blocked by the Nazis before they left Greece during World War II and the bridge across it was blown up.

The canal was restored to use and the bridge rebuilt in comparatively recent years.—Ed.

NO 'U' TURNS—USS Cone (DD 866) makes a rare passage of Greece's narrow Corinth Canal.





FAMILY of Donald L. Benson, RM2, USN, meets him aboard USS Valcour (AVP 55) upon the ship's return to Little Creek, Va., from Middle East.

#### Wave GM?

SIR: During a recent gabathon in our first class mess one of our gunner's mates claimed that in 1960 a Wave GMC was in charge of the base armory at NOB Norfolk, Va. Many of my friends doubt this. We have, therefore, two questions: (1) Are there, in fact, any rated Wave gunner's mates on active duty at this time, or, (2) have there ever been? — N.H.P., GM1, USN.

• No, cautiously, to both questions. There are no Wave GMs on active duty now, and, according to historical files, there never were. However, don't rule out the possibility that at one time or another there may have been a Wave designated as a GM through an administrative oversight. You should note that it was never the intent of the Navy to include Waves in the GM rating. — Ed.

#### Exam Questions for DM

SIR: Some time ago BuPers released notice 1440 which, in effect, gave some of the professional duties of the Draftsman (DM) rating to the newly formed rating of Engineering Aid (EA).

I intend to keep my Draftsman rating (now renamed Illustrator Draftsman). I would like to know if the creation of new ratings will delete or otherwise change any categories of questions in the February 1962 advancement in rating examinations.

Your help with these questions may very well prevent a lot of sailors from spending hours of study on subjects on which they will not be examined. — R.A., DM1, USN.

• Your safest bet for getting the right answers for the February Illustrator Draftsman advancement examina-

tion is to consult the study bibliography which was included with BuPers Notice 1440.

Examination questions are taken from material included in this study bibliography and from requirements listed in the "Quals Manual." The "Manual of Qualifications for Advancement in Rating," Change 16, gives the revised qualifications for Illustrator Draftsman. — Ed.

#### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

• USS Grouper (AGSS 214)—All who have served on board during Grouper's 20 years of commissioned service are invited to take part in the celebration on 12 February. For details, write to Commanding Officer, USS Grouper (AGSS 214), Fleet Post Office, New York, N.Y.

• USS Carronade (IFS 1)—All former crew members who are interested in holding a reunion at a time and place to be decided may write to Norman Bonnema, 442 Hawkeye Apartments, Iowa City, Iowa.

• USS Halford (DD 480)—All who are interested in attending a reunion in 1962 may write to George F. Michal, 4345 South 71st St., Milwaukee 20, Wis.

#### Minemen Recruiters

SIR: I would like recruiting duty but have heard rumors that, since Mineman is classed as a critical rate, MNCs are not considered for it. Is this true?

Also, if it is possible for MNs to get recruiting duty, do they serve in that capacity during their entire three and a half-year shore duty tour? — H.J., MNCA, USN.

• Those rumors you heard are, like most rumors, largely untrue.

A limited number of MNs will be ordered to recruiting duty. The only exception would be if you carry NEC 0771 reflecting certain special training, in which case you would not be eligible.

Those MNs who are ordered to recruiting duty are ordered for a normal 42-month tour. — Ed.

#### ID Cards for Liberty

SIR: The BuPers Manual now lists in Article C-6210 the new policy for issuing liberty cards to men in pay grades E-1 through E-4, and notes that regular ID cards (DD Form 2N) suffice as liberty identification for petty officers 2nd class and above.

Another section of the Manual (Article B-21033), which deals with the preparation of ID cards, shows the correct entry to be made in the "Grade" section is "Non Petty Officer" for non-rated men, and PO3, PO2, etc., for petty officers.

Does this mean all petty officers 2nd through Master Chief should immediately be issued new ID cards which show their grade, or are the old cards good enough for liberty, with no other identification necessary? — P.I.B., YN1, USN.

• Nothing in the new liberty card procedure spells out the need for a mass reissue of ID cards. However, commands which authorize men to wear civilian clothes on liberty should issue new cards which show the correct grade for PO2s and above. Otherwise, unless unusual identification problems arise, cards should be reissued on a routine replacement basis. — Ed.

#### Semaphore Separative Sign

SIR: I have a question regarding the use of the separative sign in semaphore.

Am I correct in contending that while transmitting to one ship, and thus using directional procedure, use of the separative sign is not necessary; in transmitting to two or more ships simultaneously, however, and using nondirectional procedure, use of the separative sign is necessary? — W. S., SM1, USN.

• Sorry, but you're wrong. The terms "directional" and "nondirectional" are not applicable to semaphore transmissions. In visual signaling, these terms



apply only to flashing light. In visual signaling the separative sign is used in accordance with Art. 221 of ACP 129 (B) (Communication Instructions — Visual Signaling Procedure). You can also find examples which illustrate the use of the separative sign in semaphore transmission in Art. 608.g of the same publication. — Ed.

#### Listing Blood Type on ID Card

**SIR:** Is there sound reasoning behind the omission of individual Rh blood types (positive, negative) from both officer and enlisted ID cards and dog tags, both of which are supposed to be in the possession of Navymen for identification and emergency purposes?

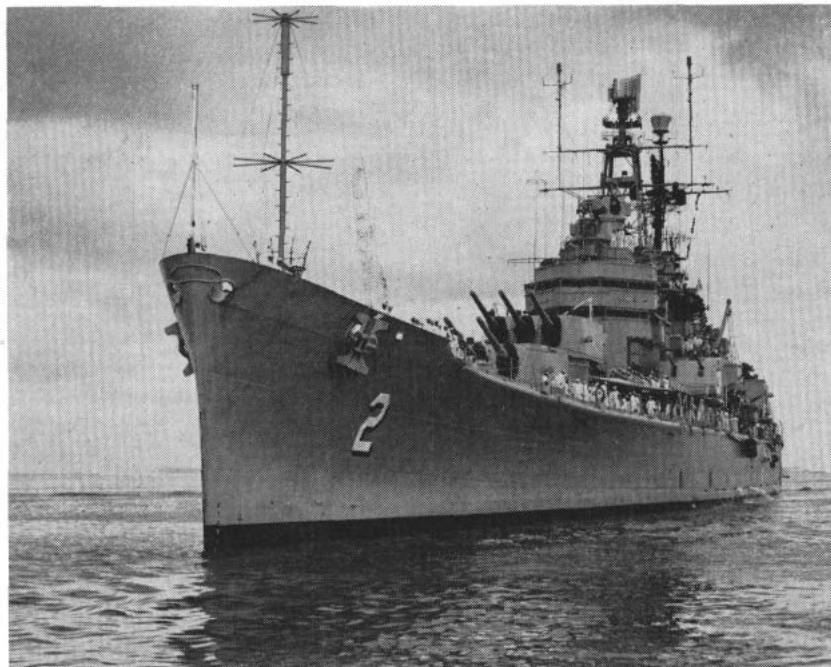
In New York City, where I am presently stationed, just two of many recent incidents seem to indicate that if the Rh factor appeared on ID cards and tags, much trouble and grievance could be avoided.

(1) One of our city hospitals made an appeal both in newspapers and on radio for blood donors with A negative type blood. They didn't need A positive plasma at that time. If my ID card shows simply A type blood, how am I to know if it's negative or positive?

(2) In an emergency, an individual had been given blood with the wrong Rh factor. This proved fatal. — A.H.L., AG1, USNR.

• The Bureau of Medicine and Surgery, best equipped to answer your question, explains that there is sound reasoning behind the omission of Rh factors on ID cards and tags:

The inclusion of information as to blood type and Rh factor with other identifying data is of value primarily in screening prospective blood donors. The blood of both recipient and donor must be typed and tested for compatibility before any transfusion. If it is



GUIDED MISSILE cruiser USS Canberra (CAG 2) pulls into harbor at San Juan, P. R., for crew's liberty during 'Operation Springboard.'

ever necessary to administer blood to a recipient without these compatibility tests, a low titer type O, Rh negative blood, with the possible addition of AB substances, is used. Knowledge of the recipient's blood type and Rh factor is not alone sufficient to justify blood transfusions without such testing. In instances when a substantially large number of men have been typed as to Rh factor, later reviews showed a percentage of error as high as 15 per cent.

With regard to the usefulness of the Rh factor identification in time of disaster or actual combat, where a large number of casualties require

treatment, it is probable that blood derivatives and blood substitutes would be used to the greatest extent possible. Whole blood, when used, would probably be type O without reference to the Rh factor. The present practice of determining and recording blood type serves chiefly to identify possible O donors.

Also, the present design of ID cards and tags would permit the inclusion of Rh type, but tags would have to be modified and new ID cards issued to each man. The limited advantage of having this information would be more than offset by the work involved in determining and recording it. — Ed.

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# A Salty

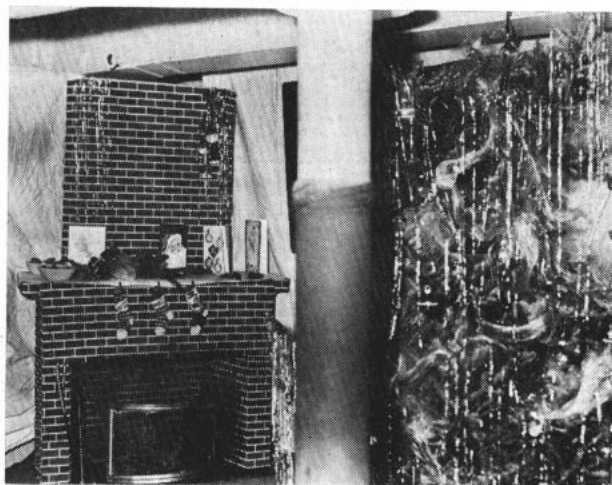
**C**OLORFUL DECORATIONS on trees, gaily wrapped packages, kids chatting with Santa and the sound of such songs as *Silent Night* and *Jingle Bells* can mean only one thing. Christmas 1961 is close at hand.

Anticipating the forthcoming holidays, U. S. Navy-men the world over are in the midst of planning their activities to make this the most festive occasion of the year.

For Bluejackets on stateside shore duty, as well as for those in ships remaining in United States ports during the holiday season, leave will be granted, wherever possible, to enable Navymen to celebrate Christmas at home with family and friends.

And for Navymen duty-bound or thousands of miles away from home when December 25th rolls around, there will be packages from home, greeting cards from friends and, of course, a traditional Navy-style turkey dinner with all the trimmings to help them get into the Christmas spirit.

Also, for those who spend the Yuletide holidays in ships and on stations throughout most of the world, there will be plenty of activities to keep them occupied. There will be trees to trim, decorations to make and display, children to entertain, and the annual Christ-



**ALL HANDS**





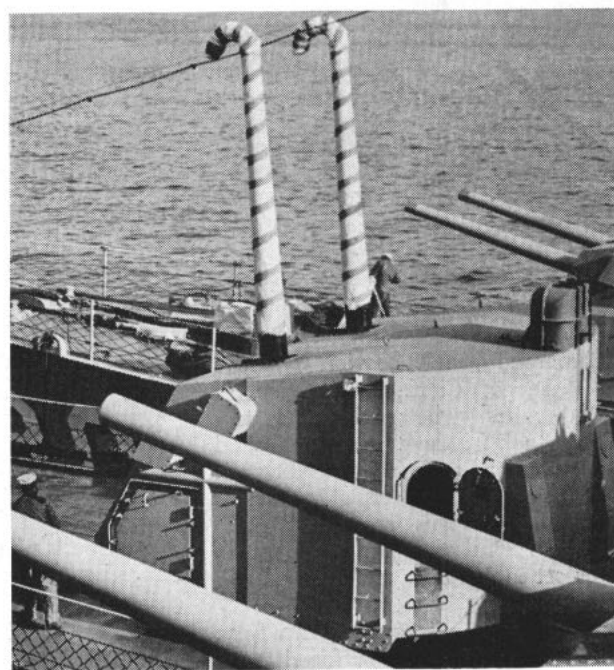
# Christmas

mas party, to mention only a few of the festivities.

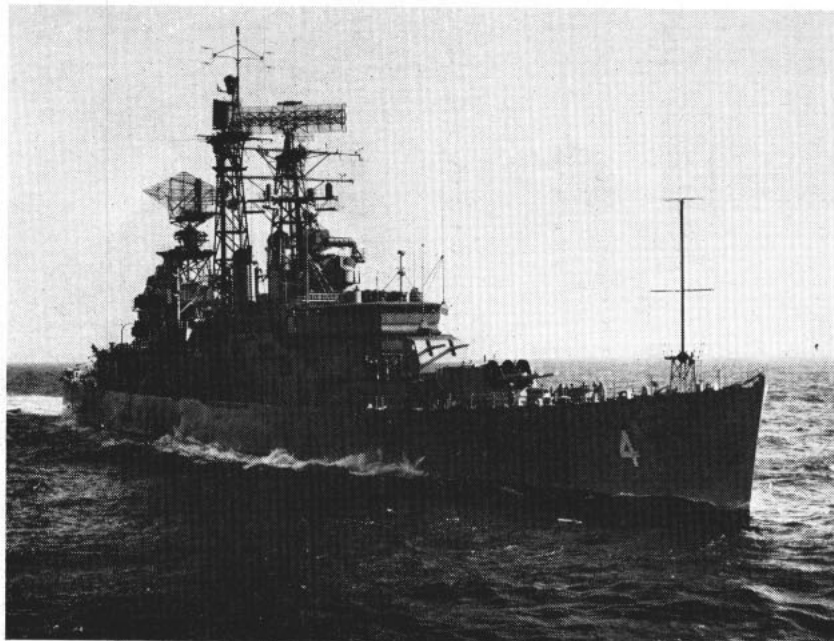
This year, as in more past years than most of us care to remember, Navymen, regardless of where Christmas may find them, can and will celebrate the age-old holiday in a most joyful and colorful manner.

*Clockwise from top left:* (1) and (2) Examples of the holiday spirit of destroyermen are displayed by ships of Destroyer Force, U. S. Atlantic Fleet at Newport, R.I. (3) Pacific Fleet Amphibious Force flagship *uss Eldorado* (AGC 11) lends the look of Christmas to the harbor at Sydney, Australia. (4) Dressing up for Christmas, *uss Henry W. Tucker* (DD 875) transforms a gun mount with giant "candy" canes. (5) Ships of CORTRON 14 add their crews' efforts to other shipboard displays at the Destroyer Piers, Newport, R.I. (6) A Christmas party is made complete by Santa's visit. (7) A touch of home at Christmas is apparent in a living compartment of *uss Eaton* (DDE 510). (8) Japanese girl aboard *uss Coral Sea* (CVA 43) at Sasebo thanks Santa for her package. (9) C. L. Smith, ADCS, USN, holds one of the guests at a Christmas party given for needy children aboard *uss Intrepid* (CVA 11).

— Able T. Register, JO1, USN



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**REPLACEMENT**—The guided missile cruiser *USS Little Rock* (CLG 4) has relieved *USS Northampton* (CLC 1) as flagship for U. S. Second Fleet.

## **Blueback Breaks a Record**

The diesel-powered submarine *uss Blueback* (SS 581) has traveled submerged from Yokosuka, Japan, to San Diego, Calif., a distance of 5340 miles. The underwater trip home took 23 days, and established a new record for a submerged transit by conventional underwater craft. It broke a previous record of 5280 miles in 21 days, submerged, which was set in 1951 by *uss Pickerel* (SS 524).

During the underwater trip from the Orient, *Blueback* surfaced twice to transfer personnel. The submarine cruised submerged into an Alaskan port, surfaced to allow the ship's

hospital corpsman to go on emergency leave, and then submerged again. When the corpsman's relief arrived, the ship surfaced, took him aboard, and then submerged for the remainder of the trip across the Pacific.

*Blueback*, latest diesel-powered submarine built, is one of three *Barbel*-class subs. Their whale-shaped hulls place emphasis on submerged speed and greater maneuverability.

*Blueback* and a sister ship, *Bonefish* (SS 582), have been homeported in San Diego as units of Submarine Flotilla One since being commissioned in 1960.

## **Exercise Sea Shell**

More than 10,000 men embarked in 150 ships, submarines and aircraft took part in Exercise Sea Shell, an international antisubmarine warfare exercise, off the west coast of the United States in October.

The exercise, in which forces of the United States Navy, the Royal Canadian Navy and the Royal Canadian Air Force took part, was to provide training under various conditions of antisubmarine warfare and to strengthen combined United States and Canadian capability in antisubmarine warfare.

The opposing force in the exercise was made up of subs from the Submarine Force, Pacific Fleet, including *uss Razorback* (SS 394), *Menhaden* (SS 377), *Diodon* (SS 349), *Sculpin* (SSN 590), *Charr* (SS 328), *Sea Fox* (SS 402), *Spinax* (SS 489) and *Catfish* (SS 339).

Other U. S. units included four auxiliary ships—*Guadalupe* (AO 32), *Taluga* (AO 62), *Rainier* (AE 5) and *Pictor* (AF 54) and six destroyers. These were *Lyman K. Swenson* (DD 729), *Collett* (DD 730), *Blue* (DD 744), *Shelton* (DD 790), *Black* (DD 666) and *Trathen* (DD 530).

## **Valcour Travels**

In the best tradition of seeing the world, some Navy ships occasionally visit little known countries that rate more than a casual mention in letters home. As *uss Valcour* (AVP 55) sees it, such tours are strictly routine—for *Valcour*, that is.

During the past 12 years *Valcour* has made 12 six-month cruises to the Persian Gulf and Indian Ocean areas, visiting such places as Mahe Island (1000 miles east of Zanzibar), which is considered by many travelers as being one of the few true island paradises still remaining.

On this year's cruise, she first stopped at Rota and Barcelona in Spain, then Monaco, Naples, the Isle of Rhodes, and Aden Protectorate. Cruising along the east coast of Africa, the seaplane tender tied up at Mogadiscio in the year-old Republic of Somalia, and at Mombasa, Kenya.

## **YESTERDAY'S NAVY**



On 12 Dec 1941 the Naval Air Transport Service (NATS) was established. On 16 Dec *uss Wright* (AV 1), the Navy's first seaplane tender and balloon carrier, was commissioned at New York. On 17 Dec 1862 Baton Rouge, Louisiana, was occupied by a combined force from six naval vessels and several Army transports. On 20 Dec 1822 Congress authorized the fitting out of a squadron for the purpose of repressing piracy and protecting U. S. citizens and commerce. On 23 Dec 1898 the island of Guam was placed under the control of the Navy Department.



Her visit to Mahe Island marked the second successive year *Valcour* has visited the Seychelles Archipelago. When she stopped there in 1960 she was the first U. S. Navy ship to do so in 48 years. Following a stop at Bahrein Island, which the crew says is their home away from home, *Valcour* went to Bombay, Karachi, Abu Dhabi, Abadan and Ras Tanura.

Returning to her home port at Little Creek, Va., where she is presently in drydock for repairs, *Valcour* stopped at Aden, Malta, Malaga and Seville in Spain, and at Monrovia, Liberia.

### Mechanical Porpoise

A mechanical "porpoise" for use in oceanographic studies is being developed under the sponsorship of the Office of Naval Research and the Navy Hydrographic Office.

The device, nicknamed the *Porpoise* because of its ability to dive and surface, is to be about 12 feet long and 21 inches in diameter. In one of its first applications, if tests are successful, it will be instrumented to obtain water temperature profiles during its dives and ascents. (Sharp differences in water temperatures at certain depths make sonar detection difficult.)

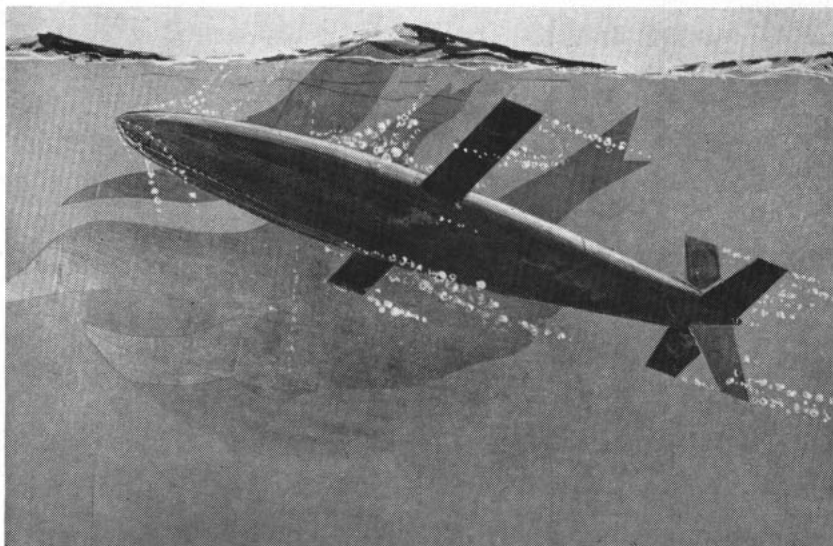
The *Porpoise* would be dropped overboard from a tending ship and its ballast tanks would fill with ocean water, enabling the craft to descend at a pre-determined angle. When the *Porpoise* reaches the desired depth, high-pressure air would be released into the ballast tanks, expelling the water and making the vehicle rise to the surface again.

When the *Porpoise* surfaces, a balloon inflated inside a net would make it easy to grasp the net with a boat hook and haul the *Porpoise* aboard the tender.

The vehicle would operate automatically after launching, without any control from the tending ship. It should be capable of comparatively long-range operations at varying depths and speeds with a small fuel consumption.

### Talent in the Navy

Some 8000 Navy enlistees are currently taking a battery of psychological tests to find out how Navymen stack up against their civilian counterparts. The tests will compare their aptitudes, achievements, interests and personalities.



**SURFACING**—Mechanical 'porpoise,' shown in artist's conception and designed for underwater oceanographic studies, is being built for Navy.

This study, called *Project Talent*, is being carried out by the American Institute of Research under contract to the Office of Naval Research for the Bureau of Naval Personnel.

At the civilian end of *Project Talent*, nearly one half a million secondary school students throughout the country were tested. In addition, individuals in the same age group who either were not in school or were in lower grades were also sampled. Arrangements have been made for periodic follow-up of the test population to relate later behavior to test results.

### Landing Party

Like many combat ships, *USS Providence* (CLG 2) carries a landing party, or group of Marines and regular crew members trained for

ground force operations. The *Providence* landing party is composed of five officers and 106 enlisted men, plus 43 Marines.

The Navymen of the landing party don't claim to be infantry experts. This duty is secondary. They perform and train for it, in addition to their regular shipboard jobs. The men don't even boast of being "the best darn landing party in the Navy."

In spite of this modest behavior, some exploits of the *Providence* landing party were made known recently, not by the Navy, but by the Marines at Camp Pendleton, Calif. Here's their report:

Night compass march, combat in towns and field fortifications, all familiar training subjects to the Marine, have become well known to some of the deep-water sailors on board *Providence*. The 111 Navymen who serve in the cruiser's landing party recently spent a week at Pendleton undergoing individual combat training to learn some of the basics with which all infantrymen must be familiar.

Although the landing party would not normally participate in a major shore effort, the training should enable the men to handle various military duties ashore—for instance in civil disorders or disaster relief situations.

Hand-to-hand combat, hiking and obstacle courses were included in the week's workout.

The Leathernecks didn't say whether or not they enjoyed putting the Navymen through their paces.



**MEMBERS** of *USS Providence's* (CLG 2) landing party climb wall during training at Camp Pendleton, Calif.



BATTLESHIP *North Carolina* (BB 55) is towed to permanent home in Cape Fear River at Wilmington, N.C.

### Three-Year Freeze

A floating "Little America" may be in the offing for studies of the Arctic. The Office of Naval Research and Bureau of Ships are exploring the possibilities of freezing a ship into the Arctic ice pack for a three-year scientific research program.

Such a ship would have several advantages over stations now established on floating ice islands. Many physical hazards, for example, such as ice disintegration, would be eliminated. Also, the larger and more sensitive laboratory facilities of a ship would allow a wider variety of studies. (The establishment of Antarctic-type stations in the Arctic region is impossible because there are no large land masses.)

Similar projects by Arctic explorers have been undertaken previously, although not on the scale which is now proposed by the Navy. The first ship to do it was Norwegian. From 1893 to 1896 it drifted with the ice from the northeastern coast of Siberia to north of Svalbard (Spitsbergen).

In the early 1920s another Norwegian ship attempted to drift into the Arctic, but was confined to the coastal waters off Siberia.

Now, as ONR sees it, a research ship locked in the ice could not only drift with the pack, but would also have a standby propulsion system which would enable it to maneuver through cracks or leads.

If the program is adopted, the ship to be used would have to be able to withstand rigorous conditions and provide sufficient space for elaborate laboratory equipment and comfortable living accommodations.

### Deep Freeze VII

The cold weather Navy's annual Operation Deep Freeze missions to the Antarctic are once again underway. *uss Vance* (DER 387), of Pearl Harbor's DesFlot 5, was one of the first ships to shove off for Deep Freeze VII, and is now operating from Dunedin, New Zealand.

*Vance's* job is to provide navigational aid and report weather conditions for logistic flights. Until April 1962, when she is scheduled to return to the U. S., *Vance* will spend 30 days on sea patrol for each three or four days of replenishment and liberty at Dunedin.

The ship is the second Hawaii-based DER to participate in Deep Freeze expeditions. Last year, *uss Wilhoite* (DER 397) was on station between Christchurch, N. Z., and McMurdo Sound, Antarctica, as a supporting unit of Deep Freeze VI.

### TENOC 61 Looks Ahead

A 10-year expanded oceanographic program has been outlined before the House Appropriations Subcommittee by RADM E. C. Stephan, the Hydrographer of the Navy.

The program, christened TENOC-61, envisions spending more than \$900 million in nine major fields before 1970.

Although the Navy increased its efforts in oceanography beginning in 1958, it has become increasingly apparent that a greater oceanographic program is necessary.

The National Academy of Sciences Committee on Oceanography (NASCO) reviewed the over-all needs of the nation with regard to oceans and, in 1959, proposed a

comprehensive national program designed to double the nation's oceanographic effort in the sixties.

The original program, called simply TENOC, formed the basis for the NASCO recommendations. The program covered only the basic research efforts of private oceanographic laboratories which were supported by the Office of Naval Research.

For this reason, a new plan was developed to cover all research and development in oceanography which the Navy could reasonably hope to accomplish in one decade.

The program, which has been endorsed by the National Academy of Sciences, Congress and the President of the United States, is in nine parts.

Survey data will include bathymetry (measuring the oceans), and information on gravitational and magnetic fields, currents, temperature and other characteristics of the water and the ocean floor which influence naval operations. A tenfold increase in basic data collection by fleet units will be sought during the decade.

A forecasting program envisions a marine environment prediction system in operation by 1965. This will expand a program now in existence, and will enable oceanographers to further forecast the movements of sea ice, currents and other factors. This will make it possible to route ships in order to make the best use of natural sea conditions. The information gained will also be of considerable use in amphibious, submarine, mine warfare and nuclear warfare operations.

An expanded effort in dissemina-



tion of oceanographic information will be made through the National Oceanographic Data Center. The data center is a central repository and processing facility for all types of oceanographic information.

During the next 10 years, the center will complete the processing of its archives into machine records and expand its program of data exchange with foreign countries.

The Hydrographic Office will also make a major effort towards updating publications such as marine atlases, which will be keyed to data stored in the machine records of the Data Center.

The military oceanographic program will include investigative studies of acoustics, magnetics and gravity, other physical properties of the sea, marine biology, Arctic operations and deep sea phenomena.

The oceanographic fleet will be expanded from the present 13 survey ships and 20 miscellaneous craft which vary in size and type from cargo and patrol hulls to the bathyscaph Trieste. (About 30 additional ships and craft are operated by civilian institutions under Navy oceanographic research contracts.)

The TENOC-61 program calls for the construction of 35 new ships. Sixteen of these will be survey ships, eight of which will replace existing ships. Eight of the new surveying ships will be assigned to coastal surveys to improve marine charts. Five will carry out broad oceanographic surveys throughout the world and three will be used for specific projects for military systems development.

Eighteen new ships (of which seven are to replace existing ships) will be used in research. Twelve of these will be assigned to basic research projects and six to military oceanographic projects directly sup-

porting weapon and equipment developmental efforts.

One ship will be a tender for the bathyscaph Trieste.

The program will also bring about an improvement in instruments which record data on the oceans.

Facilities for research—both specialized and basic—will be expanded, and efforts will be made under coordination of the Office of Naval Research to increase the number of colleges and universities offering programs in oceanography.

## Checkmate II

The two-day NATO exercise, *Checkmate II*, was the largest, most complex training maneuver ever staged by NATO in southern Europe. It involved thousands of Turkish, Greek and American soldiers, sailors, airmen and Marines in intensive simulated warfare in Turkish Thrace.

The exercise began when landing craft arrived on the beaches of Saros Bay, on the southern coast of Turkey, at 0600 of the first day. The ramps fell into the water, and the first wave of U. S. Marines hit the beach, followed at brief intervals by still more Marines and Greek soldiers. Heavy equipment, including tanks, was brought to the beach by scores of landing craft, ranging in size from small personnel lighters to landing ships holding hundreds of men and tons of vehicles.

Thirty minutes after the amphibious operations began, 2000 U. S. paratroopers of the 327th Infantry, 101st Airborne Division, augmented by Turkish and Greek jumpers, hit the silk over Uzunkopru, 50 miles from Saros Bay. An assortment of vehicles, weapons and other equipment was included in the drop.

Operational plans called for a



**SHADOWING**—Navy's F4H Phantom claims international low altitude speed record of 902.769 mph.

link-up between the amphibious forces that landed at Saros Bay and the airborne force and the Turkish First Army whose elements were deployed throughout Thrace.

Turkish soldiers worked their way toward the two forces. United States Marines and Greek soldiers pushed inland from their beachhead while the paratroopers spread outward from their airhead throughout the day.

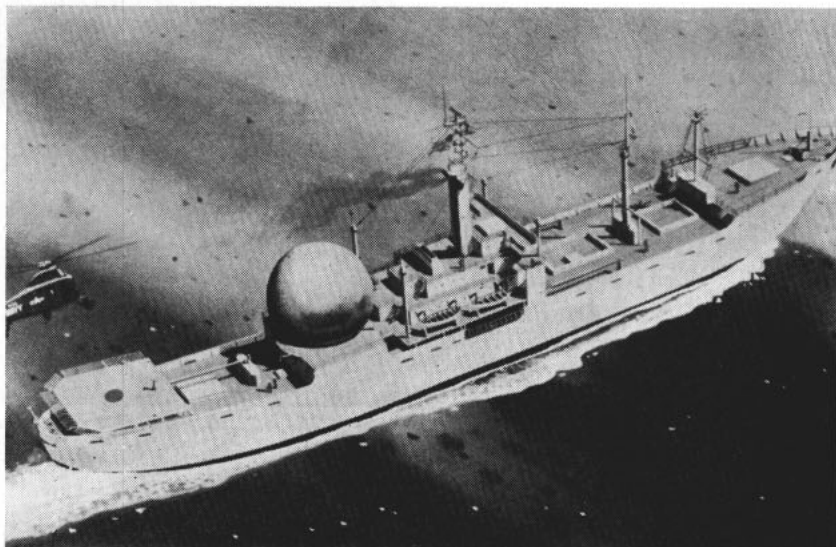
The Greek, Turkish and United States land, sea and air forces completed their link-up on schedule and brought the exercise to a successful close.

*Checkmate II* had been in the planning stage for a long time, and the planning paid off with a smoothly executed and well-conceived maneuver. The operations in Thrace, as well as the operations held simultaneously along Italy's northern Adriatic coast, were termed a complete success.

The exercises demonstrated the ability of NATO forces to reinforce the Greek-Turkish area rapidly and effectively from a distant point.



**LANDING** craft with Marines and tanks establish beachhead in *Checkmate II* exercise in Mediterranean.



NEW LOOK—Artist's conception shows how USNS Kingsport Victory (T-AK-239) will look when converted to satellite communication ship.

### Cruiser-Destroyer Flotilla

A reorganization of the Cruiser-Destroyer Force of the U. S. Pacific Fleet will take place throughout the remainder of this year and 1962. It will represent changes necessitated by new developments, modern weapons and new ideas. The reorganization is largely administrative.

The new plan is called the flotilla concept. It combines one cruiser and two destroyer squadrons into a unit called a cruiser-destroyer flotilla, which will be commanded by a rear admiral.

One of the destroyer squadrons will be equipped for antisubmarine warfare while the other will be equipped with surface-to-air missiles for antiaircraft interception.

The first change was made when Cruiser Division Three was replaced by Cruiser-Destroyer Flotilla Nine. Other changes will take place slowly so the transition will not result in undue hardship for any force units.

Later there will be a Cruiser-Destroyer Flotilla Three, homeported at Long Beach, and Flotillas Seven and Eleven will be established at San Diego.

### Puffinus Tenuirostris

If a small, pigeon-sized bird known as the short-tailed shearwater could talk, it might be able to tell the Navy a thing or two about direction finding. Unfortunately, the shearwater isn't vocally inclined. It does, however, have some rather interesting migratory habits, and, as a result, is the subject of a study in

direction finding now underway by the Office of Naval Research.

Through field and laboratory experiments, ONR is attempting to determine what role the bird's environmental influences and physical makeup play in its migratory habits. The studies could lead to new knowledge which might be used in the design of military equipment and techniques.

The shearwater, more scientifically called *Puffinus tenuirostris*, crosses the equator twice in the course of an annual migratory flight. It leaves its Australian breeding grounds each April, flies around the Pacific via Formosa, Japan, the Aleutians and the west coast of the United States, then returns home in September. Its migration is completed within the same 12-day period each year.

ONR also is investigating the possibility that external clues the birds follow in the course of their migration may have military uses.

### Maine Radio

The U.S. Naval Radio Transmitting Station in Cutler, Maine, the Navy's newest and most powerful radio transmitting station, and probably the most powerful radio station anywhere, is now open and doing an active business.

The new station, with rated power of more than 2,000,000 watts—4 times more powerful than any transmitter in the United States—was completed one full year ahead of schedule. Cutler's first greeting was beamed from its nearly 1000-foot

towers on 4 Jan 1961 to Navy officials in Washington, D.C.

Once a remote wilderness, Cutler is located about 20 miles south of Eastport, Maine, the most northeasterly point in the United States. The station site is about 3000 acres, of which 2850 are devoted to the very low frequency transmitter and antenna site, and the remainder to the high frequency and administrative areas.

The Cutler site was selected primarily because the peninsula on which the station is now built is large enough to accommodate the antenna system of 26 towers in two separate arrays. Each consists of a central tower 980 feet high, six intermediate towers 875 feet high, and six outer towers 800 feet high. The two central towers are over a mile apart.

Cutler is bounded on three sides by sea water, which was another major consideration in the selection of the site. Sea water is an excellent conductor of electricity and a vital element of the installation's ground system.

The mission of Cutler, with its superior communication facilities using both high and very low frequencies, is to provide adequate transmission to all units of the Fleet in the North Atlantic, Arctic Ocean and Mediterranean waters. It will also be used for weather broadcasting, standard time and frequency broadcasts, and scientific investigation.

The Cutler project was started on 13 Jan 1958. During the peak period of construction, there were over 1500 persons employed.

The core of Cutler is the reinforced concrete transmitter building, which has 25,000 square feet of floor space and is located midway between the two antenna arrays. Its power plant is capable of turning up in excess of 15 million watts for station demands and for VLF transmission. The station, however, will normally broadcast with two million watts.

During construction Cutler required 100,000 cubic yards of rock excavation; 2.5 million yards of earth excavation; 2800 acres of clearing and grubbing; 35,000 cubic yards of concrete for tower and anchor foundations; 12,000 tons of steel for towers; 3000 tons of steel bridge strand for guys and hoists; and 750,000 pounds of one-inch and



1½-inch conductor wire. Further construction quantities include 2000 miles (1,000,000 pounds) of copper wire, which is buried 12 inches in the ground, and 40 miles of utility lines. The station also has 12 miles of roadways.

Weather should be no problem for the Cutler station. Although icing on the wires cannot be prevented, the wires will be able to withstand three inches of radial ice. And, even if the ice does reach this thickness, both groups of towers are equipped with electrical de-icing circuits for melting the ice. One group can be de-icing while the other is operational. The towers will be able to withstand winds up to 175 knots.

Only two other naval VLF stations, one at Annapolis, Md., and the other at Jim Creek, Wash., are like Cutler, but neither can compare with Cutler in size or output. The Navy also has four other VLF transmitting stations.

The VLF radio station at Cutler cannot receive signals. The high frequency component, however, will have both transmitting and receiving facilities.

A generating plant aboard the station provides the power for Cutler. It can produce about 15,000 kilowatts, or enough to furnish all the electrical power for 37,000 families (based on the New England average). About 3,000,000 gallons of fuel will be used at Cutler annually.

Historically, the Cutler Radio Station is a lineal descendent of the Navy's first high-powered radio transmitting station located at Arlington, Va. The call letters at Arlington — NAA, — were known to naval and merchant radio operators the world over. It furnished continuous service from 1912 until

**SPEEDY**—USS *Turner* (DDR 834) claims underway refueling record after rigging both stations for fuel from USS *Aucilla* (AO 56) in 105 seconds.



**PADDLE-LIKE** blades revolve in circular orbit to propel Navy's experimental craft LCU 1620 undergoing trials at San Diego, Calif.

it was supplanted by Navy Radio Washington, D.C., located at Annapolis, Md.

Cutler has the historical radio call sign NAA. The VLF transmitter can send 25 words per minute on off-keying and 60 words per minute FSK (Frequency Shift Key).

### Among Virginia's Finest

Two new nuclear-powered, *Polaris* submarines now under construction will be given the names of two of the Commonwealth of Virginia's most illustrious sons. Both are scheduled to join the Fleet in late 1963.

SSB(N) 624, now building at the Mare Island Naval Shipyard, Vallejo, Cal., will be named USS *Woodrow Wilson*, after the 28th President of the U.S. The great but unsuccessful champion of American membership in the League of Nations fol-

lowing World War I, Mr. Wilson served as President from 1913 to 1921.

SSB(N) 625, under construction at Newport News, Va., will perpetuate the name of Virginia-born *Henry Clay* (1777-1852), brilliant orator and statesman, who served his country both as long-time Speaker of the House and as U.S. Senator (from Kentucky) during more than half a century's involvement in U.S. politics.

### Experimental Amphib Craft

A new development in amphibious landing craft is undergoing trials at the Pacific Fleet's amphibious base at San Diego.

The experimental LCU 1620 (utility landing craft) features a propeller of six paddle-like blades which revolve in a circular orbit to propel the craft. The variable pitch blades jut downward from the ship's bottom and rotate on a vertical axis.

The principal advantage of the propeller is that it does away with the need for rudders, stern tubes and struts, thus eliminating the resistance they cause.

The 135-foot experimental craft is capable of speed in excess of 11 knots. It can transport motor vehicles, artillery, machinery, troops and from three to six tanks.

The new design is more maneuverable than landing craft equipped with screw-type propellers.



ARMY OFFICERS from Fort Stewart, Ga., tour Navy's CIC School during an exchange visit to NAS Glynco, Ga.

### Dixie Has Been FRAMmed

One of the Navy's real veterans, the destroyer tender *uss Dixie* (AD 14), has already lived a full life since her commissioning in 1939, mothering hundreds of fighting ships through two wars and assorted other capers, plus plenty of peacetime years.

At an age when many another ship is ready for the Reserve Fleet or the scrap heap, however, this old girl isn't about to retire. Given a new lease on life through the medium of a recently-completed four-month FRAM (Fleet Rehabilitation and Modernization) overhaul at the Mare Island Naval Shipyard, *Dixie* is back in San Diego. She is also, once again, flying the flag of Commander Cruiser-Destroyer Force, Pacific Fleet.

During her recent shipyard session, extensive repair facilities for both drone antisubmarine helicopters (DASH) and antisubmarine rockets (*Asroc*), as well as additional spaces for berthing and staff officers, were installed aboard the 16,700-ton *Dixie*.

Most noticeable "new looks" topside aboard the veteran repair ship are a helicopter landing platform for DASH repairs and maintenance, and a new deck house, on the boat deck level, housing flag offices.

Internally, *Dixie* has been provided with increased electrical power and improved terminal connections adequate to supply the alongside power requirements of the newest and largest destroyers. Her torpedo shop has been increased in size, and now carries the necessary equipment for maintenance and repair of *Asroc*, plus special storage spaces for that

missile. Her machine shop has been decked over to provide necessary additional space. Equipment to repair and maintain the advanced electronics gear carried by the newer ships has been included. A conveyor system has been added to help speed up the transfer of supplies to support destroyers, and her crane capacity has been upped from 20 to approximately 30 tons.

Launched in May 1939, *Dixie* roved over a good share of the Pacific during World War II, tending destroyers at New Caledonia, the Solomons, the New Hebrides, the Netherlands East Indies, New Guinea, the Carolines, the Philippines and Okinawa.

After almost four years overseas, she returned to the U.S. in late 1945, but got underway again the following April for Bikini Atoll and the first post-war atom bomb tests. She then returned to San Diego once again, and tended her brood there until early 1949, when she sailed to the Far East. She operated near Tsingtao, China, until that area fell to Chinese Communist forces late that spring.

When fighting erupted in Korea, *Dixie* upped anchor again and sailed for Japan. Throughout that conflict she performed her usual first-class repair and maintenance job, and even got in a few licks herself when her guns helped bombard the enemy-held coastline in January 1951.

Since the end of Korean hostilities *Dixie* has alternated between tending destroyers on the West Coast and performing assorted repair and maintenance duties with the Seventh Fleet in the Far East.

### Antarctic Mail Call

On the first of October, the dawn of the polar day broke the sub-zero, six-month-long night at Antarctica. A week later, two *Hercules* C-130s of Air Development Squadron Six made their way toward the ski runway at McMurdo Sound.

The planes were the vanguard of many which would bring mail, visiting scientists and summer stockpiles of food and other supplies.

The flight had been scheduled to arrive a week earlier, but a spring blizzard dumped tons of snow on the ice runway at Williams Field, which had just been cleared after days of work in temperatures from 40 to 50 degrees below zero.

The first two planes brought in engineers, technicians, meteorologists, snow compaction teams and other key personnel with special skills necessary to complete advance preparations for summer activities.

The first plane also carried a supply of fresh fruits, vegetables and milk from New Zealand—a welcome supplement to the diet of the wintering-over party, which had been denied them during the six-month Antarctic night.

The men were able to catch up on news from home, too. Hundreds of pounds of mail were brought in on the first flight—part of more than 3800 pounds which have piled up at Christchurch, New Zealand, since last April.

The planes returned to New Zealand carrying some of the 150,000 philatelic covers for stamp collectors all over the world. The covers were cancelled by the men of the wintering-over party during their leisure and off-duty hours.



## A Heap for a Heli

It takes a heap of provisions to keep the hungry sailors of a U.S. Navy task force going. Underway replenishment from store and reefer ships becomes a frequent and time-consuming necessity.

If a now-being-tested device called HEAP works out as expected, however, it may help to speed things up considerably in the future.

HEAP, a conveniently shortened form of "helicopter extended area platform," has been installed aboard the Atlantic Fleet Service Force store ship *uss Rigel* (AF 58) for evaluation.

A four-and-a-half ton steel "arm," it extends 26 feet over the starboard side opposite number three hold when in position. When not in use, it can be stowed upright against the number two kingpost, leaving *Rigel's* deck clear for working.

Here's how HEAP works.

Riding on top of the extended rig is a seven-foot-square dolly, which transports provisions or cargo from the hold to the end of the platform. A pallet-load of cargo is placed on top of this dolly while it is at the inboard position. Then a self-contained winch drives the dolly with its load out to the end of the arm. There it is picked up by a hovering helicopter.

Potential uses for HEAP could be well-nigh unlimited.

Most valuable of these may prove to be the replenishment of smaller ships of the force while simultan-



**STARBOARD APPROACH**—A Navy helicopter hovers near newly installed area platform, which is being tested aboard *USS Rigel* (AF 58).

eously replenishing an aircraft carrier with high-speed rigs.

It may also be the answer to the problems currently posed by many smaller ships—destroyers, mine-sweepers and small oilers, for example—with which the normal manner of underway, ship-to-ship replenishment is slow and tedious owing to the smaller vessels' inadaptability to high-speed rigs.

If HEAP fills the bill, and is eventually adopted for Fleet use, the Navy will have a sister service to thank for its new resupply tool. The

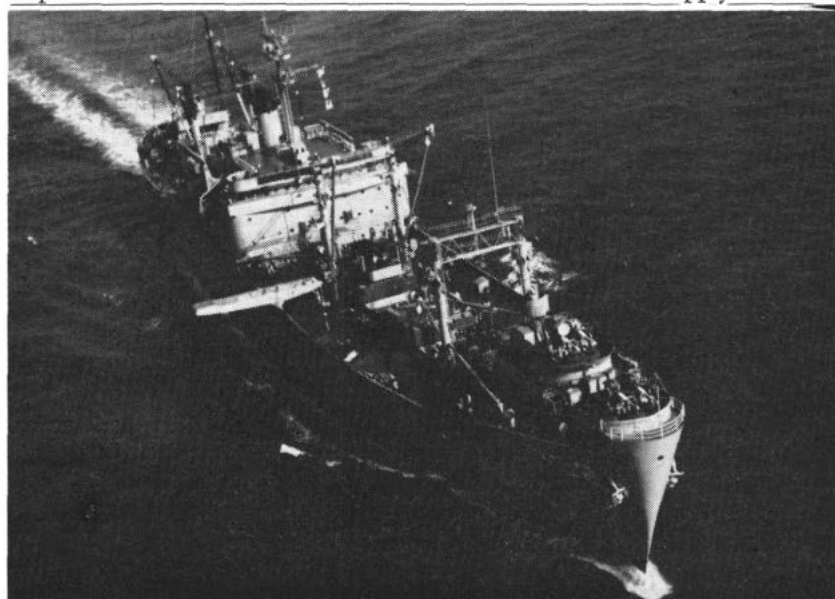
Navy's HEAP is a slightly altered version of an original model developed by the Army Transportation Corps' Research Command at Fort Eustis, Va.

## MSOs in Southern Philippines

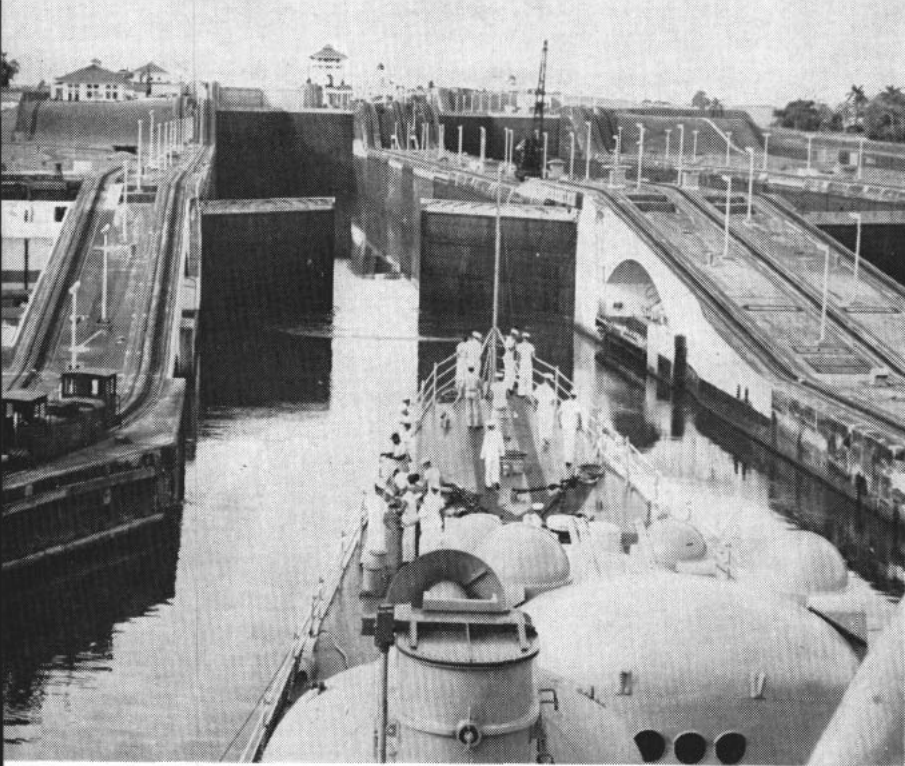
Goodwilling through a two-week tour of eight southern Philippine ports the men of three Seventh Fleet minesweepers added some new make-friends techniques to the niceties customarily exchanged between Navyman and host. The crews of *uss Enhance* (MSO 437), *Lucid* (MSO 458), and *Guide* (MSO 447)—aside from dancing, touring, distributing U.S.-donated school textbooks and explaining to 20,000 visitors the operations of their ships—painted school rooms and rigged emergency lighting in a Masbate Province hospital and served as panelists on a Dumaguete radio show.

The men's athletic prowess, however, did not match their abundance of good will. Navy basketballers won but one game (by one point) while losing two to local teams, and the Navy men salvaged but one win in a series of softball contests.

Returning to their home port at Subic Bay, the men had plenty of stories to tell and souvenirs to display. *Guide's* commanding officer even showed up with a pair of monkeys (a gift from school children in Oroquieta) chattering in monkey language on the bridge.



**ARM OF STEEL**—The store ship *USS Rigel* (AF 58) sports new helicopter extended area platform (HEAP) designed to speed replenishment.



**GATES OPEN**—USS Norfolk (DL 1) enters Gatun Locks while transiting Panama Canal en route to operations with South American navies.

### Athletic Carpenter

The Pearl Harbor-based escort destroyer USS *Carpenter* (DDE 825) has continued Destroyer Flotilla Five's amazing stranglehold on the Commander Cruiser Destroyer Force Pacific Athletic Award.

In copping the 25-year-old trophy in 1961, *Carpenter* was only doing what comes naturally for DesFlot Five units. It marked the eighth time in the last 11 years that a DesFlot Five ship has won the award, presented annually to the Pacific Fleet cruiser or destroyer possessed of the best all-around record in athletic competition.

*Carpenter*, runner-up for the award a year ago, racked up a total of 1196 points this time around, through participation in softball, basketball, bowling, tennis, golf, swimming, track and weightlifting.

### Cushing and Hailey to Brazil

Two wartime U. S. destroyers—*Cushing* (DD 797) and *Hailey* (DD 556)—were turned over to the government of Brazil last summer during transfer ceremonies at the Norfolk Naval Shipyard. The transfer was part of the Military Assistance Program. Both ships had been in and out of the Reserve Fleet several times since they were commissioned during World War II.

*Cushing*, which Brazil has re-named *Pernambuco*, was the fourth ship named in honor of oldtime

Navyman (1857-1874) CDR William B. Cushing, who rendered gallant service during the Civil War. He won special thanks from President Lincoln when he fitted his ship with a torpedo, attacked the Confederate ram *Albatross*, and completely disabled her. Other ships named *Cushing* were a 139-foot torpedo boat and two destroyers (DDs 55 and 376).

The latest *Cushing* was commissioned in 1944, too late to see much WW II action, but soon enough to participate in major campaigns off Formosa and the Philippines. She shot down several enemy aircraft, operated with carrier strike forces, directed air patrols into battle, made numerous ocean rescues and worked off Okinawa as a picket ship.

Near war's end *Cushing* bombarded the Japanese mainland, then remained in Japanese waters until November 1945 when she returned to the U. S. and was placed in the Reserve Fleet.

In 1951 *Cushing* was taken out of mothballs and assigned to DesDiv 282 in Norfolk. For a year and a half she operated in the Atlantic, and was then assigned Pacific duty in the Korean area.

After Korea the DD continued around the world on a cruise which ended in Norfolk. She again operated in the Atlantic, with Norfolk as homeport, until 1955, then once more returned to the Pacific. Oper-

ating out of Long Beach *Cushing* made several WestPac cruises and conducted training exercises off the California coast, then late last year returned to the East Coast. She was once again placed in the Reserve Fleet and remained there until called up for MAP transfer to Brazil.

*Hailey*, now listed as *Parana* on Brazil's ship roster, was commissioned in 1943. Her original name was selected to honor CAPT Joshua Hailey, commander of an American privateer during the War of 1812.

*Hailey* earned seven battle stars during WW II campaigns in the Pacific while participating in the battles of the Marshalls, Marianas, Western Carolines, Leyte, Luzon, Iwo Jima, and Okinawa.

In 1946 *Hailey* was taken out of commission and mothballed in San Diego, but was reactivated and returned to the Fleet in 1951. She served in Korea for several months with Task Force 95.

For her remaining years of active U. S. service *Hailey* served chiefly in the Atlantic, and was finally transferred back to the Reserve Fleet in 1960.

### Union Brings Home the Fur

The attack cargo ship USS *Union* (AKA 106) traveled a "fur piece" into the northern Pacific not long ago—and the fur was really flying when she came back. Some 800 tons of it, as a matter of fact—which translates into more than 82,000 pelts.

That's a lot of coats and stoles in any league.

Pacific Fleet Amphibious Force supply vessels have earned and maintained over the years an enviable reputation for versatility and the "can do" spirit.

They've loaded, unloaded, off-loaded, picked up, delivered and otherwise shuttled around the Pacific uncounted tons of food, fuel and equipment—just about everything from the proverbial soup to nuts.

There've been some strange cargoes, and some weird missions, but few to top an annual round-trip trek conducted in late summer-early autumn for the past several years to the Pribilof Islands in the Bering Sea.

Primary purpose of the yearly jaunt has been the delivery of supplies, fuel and equipment to Bureau of Commercial Fisheries (U. S. Fish and Wildlife Service) employees



stationed on the bleak and fog-bound Pribilofs. An important side benefit, however, has been the transport back to the U.S. of this country's entire yearly supply of seal fur.

The Pribilofs are home base for the largest herd of fur-seals in the world. Each year during the late spring and early summer months they congregate by the thousands there, traveling from the far reaches of the Pacific to arrive at their northern rendezvous. Taking of the seals, and the labor involved in taking and preparation of the pelts, is performed by native Aleut inhabitants of the island, under the supervision of staff employees of the Bureau of Commercial Fisheries.

*Union's* recent trip was the Navy's last in these fur-gathering forays. A large cargo-type ship is being placed in service by the federal government to take over Pribilof Islands resupply tasks in the future.

*Union* departed Seattle in mid-August. In her holds she carried approximately 4000 tons of industrial and household supplies, coal and fuel oil, foodstuffs, trucks, building materials, clothing, electronics parts and five mechanized landing craft.

Arriving at St. George Island, southernmost of the Pribilofs, *Union* anchored 1000 yards offshore and commenced unloading operations. A bit later, when an increasingly heavy surf interfered, she up-anchored and moved on to St. Paul Island, where the landing was sheltered from the 20-25 knot winds.



**EARLY SHOW**—Welcoming hula dancers perform on pier for Navymen aboard *USS Fletcher* (DDE 445) upon ship's arrival at Kahului, Maui.

As wind and sea conditions continued to vary considerably, *Union* made a total of five trips between the two islands before completing the resupply mission.

The unloading operations helped give *Union's* 300-man crew a taste of what it was like in the old Navy. Among the items put ashore was coal—and *Union* sailors hauled some 8500 sacks of the stuff up out of holds and into cargo nets.

In addition to the sealskins, *Union* carried several civilians and their families on the return trip to

the states. A Navy nurse, LT Jean Ellis (one of the few women ever attached to a Navy combatant ship) was aboard.

Sealskins and passengers were delivered at Seattle, then *Union* continued southward to her home port, San Diego. And there, to cap a climax, COMPHIPAC placed an emphatic seal of approval on *Union's* conduct of her latest chore.

## GW Sails Inland

A Fleet ballistic missile type submarine named *George Washington* has been making many port calls inland at fairs and civic events in western Washington.

This particular submarine is not the same one that recently became the U.S. Navy's first operational FBM ship. This *George Washington* is a model built by W. G. Nowman, BUC, and T. N. Jeffrey, AMH1, Navy recruiters at Seattle. LT. G. G. Williams, USN, Recruiting Aids Officer, drew the plans for the model submarine.

The hull of this model is made of plywood and pine dunnage salvaged from various naval activities in the Seattle area, and then covered with fiber glass. The model is mounted on a modified small boat trailer which has hinged plywood sides. These sides form a stage for the submarine while on display and enclose the model when traveling from show to show.



**LITTLE GEORGE**—T. N. Jeffery, AMH1, USN, stands alongside model of *George Washington* SSB(N) 598 he and another Navy recruiter built.

# THE WORD

Frank, Authentic Information  
On Policy — Straight From Headquarters

• **TRAVEL CURTAILMENT** — Travel to Europe has been curtailed by the Defense Department during the augmentation of United States forces in Europe.

No government-sponsored travel will be permitted during this time unless it is absolutely essential to meet immediate needs. Requests must be completely justified before approval will be granted.

There will be no space-available travel to Europe until further notice, except for dependents of naval personnel and civilian employees and their dependents performing emergency travel or returning from leave to their permanent stations in Europe.

Even in these cases, travelers must have sufficient funds to pay for commercial transportation, because there is no assurance that space will be available aboard government carriers.

• **MORE NAVYMEN ELIGIBLE** for Pennsylvania bonus — if you are a resident of Pennsylvania, and were on active duty for at least 60 days between 25 Jun 1950 and 27 Jul 1953, you may be eligible for a state Korean bonus.

A new amendment to the Pennsylvania Korean Bonus Law has been enacted to provide a bonus for many career servicemen who were not formerly eligible.

The original act paid a bonus to all non-career servicemen who were on active duty during the Korean campaign, but to career servicemen only if they had been awarded the Korean Service Medal. The amend-

ment to the act removes the Korean Service Medal requirement and specifies that career servicemen may be awarded the bonus provided they can prove they were legal residents of Pennsylvania on 1 Jan 1961. ("Career servicemen" under this act are those who served four years' or more continuous military service immediately before the outbreak of the Korean conflict on 25 June 1950.)

Other qualifications which remain unchanged in the bill require that the veteran must have been a legal resident of the state at the time of his entry into the service, and he must have served at least 60 days on active duty between 25 Jun 1950 and 27 Jul 1953.

Payments are \$10 for each month's service between 25 Jun 1950 and 27 Jul 1954, with an additional \$5 a month going to holders of the Korean Service Medal for foreign service during the same period. This law also states that a veteran's World War II and Korean compensations combined may not exceed \$500.

Veterans who have been declared ineligible under the original law must file another application to be reconsidered. Applications and instructions may be obtained by correspondence with the Korean Conflict Veterans Compensation Bureau, Room 207, South Office Building, Harrisburg, Pa.

• **FOREIGN CARS IN OVERSEAS AREAS** — If you own a foreign-made automobile which you have purchased overseas since 6 Mar 1961, you will only be allowed to ship it at government expense to or from

13 areas of the world. These areas have been exempted from the Alnav 10-61 ruling which generally prohibited the government-expense transportation of foreign-made automobiles.

The 13 overseas areas include Bermuda (within limitations of Bermuda law), Indonesia, Hungary, Cyprus, Republic of the Congo, Eritrea, Bulgaria, Yugoslavia, Afghanistan, Malta, Poland, Ireland and areas around Holy Loch, Scotland (Argyll County and Gourock-Greenock Township). These areas are considered to have inadequate maintenance facilities for American-made automobiles.

It was also announced in the same SecNav message that Puerto Rico had been inadvertently omitted from Alnav 15-61, which contained a list of places not considered overseas areas under Alnav 10.

• **OPTION ACT CHANGES** — If you're making plans for retirement or transfer to the Fleet Reserve, several changes to the Uniformed Services Contingency Option Act, now renamed the Retired Serviceman's Family Protection Plan, should not only provide you with some mighty interesting reading, but may very well be one of the major guidelines you should use while planning your survivors' benefits.

This plan, under which you may elect to receive a reduced amount of retired pay in order to provide an annuity for your wife and/or children after your death, has been amended. BuPers Inst. 1750.1C is currently being revised to incorporate the changes. Meanwhile, advance word on the changes has been distributed to the Fleet in NavAct 12. In general, here's what they are:

• If you have three years' service remaining before you retire with pay, you may now make an original



THAT'S THE SPIRIT—Remember nine other Navymen are waiting to read ALL HANDS Magazine, so pass it on.



election, a change, or a revocation. If you previously made an invalid election and wish to participate under the plan you must reapply.

- If your election under this plan is found void for any reason except fraud, it may be corrected at any time within 90 days after you are notified in writing that the election is void. The corrected election would be effective as of the date of the voided election.

- If you retire with pay after having made a valid election, the Secretary of the Navy may later permit you to withdraw for reasons of severe financial hardship when your participation would violate equity and good conscience. The absence of an eligible beneficiary will not in itself be sufficient basis.

- If you made an election on or after 4 Oct 1961, later retire with physical disability before you complete 18 years' service, and then die from a service-connected disability, your beneficiaries will not be eligible for this annuity if they are eligible to receive Dependency and Indemnity Compensation or Veterans Administration Death Compensation. (All premiums you paid into this plan, however, would be returned to your beneficiaries.)

- Under Option 3 of this plan, you may provide for allocating a part of the annuity to your surviving children who are not children of your surviving, eligible spouse.

- A change to or revocation of any valid election which has been in force for three years will be effective for those retiring on or after 4 Oct 1961.

- If you have completed 18 years of service and did not make an election, you may reconsider the advantages of this plan and may now be able to participate.

- **PERMANENT STATUS FOR WOs**—More than 1400 temporary warrant officers have been selected for permanent appointment to warrant status. When these WOs accept the appointment, they will officially end their enlisted service.

The acceptance of this permanent status may also mean some extra money for these warrant officers. The Comptroller General recently ruled that a temporary warrant or commissioned warrant officer, if otherwise eligible, is entitled to mustering-out pay upon acceptance of a permanent appointment.

Warrant officers who didn't re-

quest permanent appointment, or who did request consideration, but were not selected, have been reassured by the Chief of Naval Personnel that no action which will terminate their careers involuntarily short of a full 30 years of service is contemplated provided they continue to be qualified professionally and physically.

Selected WOs who accept permanent appointment as warrant officers will be discharged from the Navy and be appointed the following day to the permanent warrant officer grade for which they were selected.

Selected warrant officers who have decided they do not desire the permanent appointment must submit a statement to that effect to the Chief of Naval Personnel (Attn: Pers B625) via their commanding officers.

The names of the selected warrant officers may be found in BuPers Notice 1120 of 29 Sep 1961.

- **CONTRACT NROTC students** of the future can look forward to a longer hitch of active duty. Effective 30 Jun 1962, college students who enroll in NROTC under the Contract Program must obligate themselves for three years of commissioned active duty instead of two, as is now required.

Contract students already enrolled will not be affected. Nor will Regular NROTC students, who must serve at least four years of active duty anyway. Contract students differ from the Regular NROTC scholars in that they voluntarily enroll in Naval Science courses, along with their regular curriculum, and participate in one summer training cruise. Upon graduation they are commissioned as ensigns in the Naval Reserve. In most cases, the addition of the extra year of active duty will mean another year at sea. The Navy pays tuition and a retainer for Regular NROTC students, while Contract students foot their own bills, except for a ration allowance of about \$30 a month during the last two years of schooling.

Another change in NROTC is a new summer program under which junior college graduates and students with two years of college transferring to NROTC colleges may prepare for entrance into Contract NROTC as juniors the following fall. The first of these summer programs will get underway next July.

## QUIZ AWEIGH

Perhaps the most talked about Navy innovation in recent years is Seavey-Shorvey. Here are a few questions:

1. You are assigned to overseas shore duty from shore duty in CONUS, and at the end of your normal tour overseas, you discover the sea duty commencement date established in the Bureau for men in your rate is a year or more before you began your tour overseas. Therefore, you will be: (a) Transferred to shore duty anyway since you have completed a normal tour overseas; (b) Extended at your overseas base until you become eligible for shore duty; (c) Transferred to sea.

2. You reported ashore for a 48-month tour of shore duty on 10 Dec 1960. Your enlistment expires in November 1963, and you have not extended your enlistment or agreed to reenlist. When you reenlist in 1963, which will be about one year short of a normal tour ashore, you will be: (a) Transferred to sea; (b) Allowed to finish out your normal tour ashore; (c) Allowed to finish out your normal tour ashore only if you agree to extend your enlistment, at least seven months before your enlistment expires, for your normal tour, plus one year.

3. You are aboard ship and eligible for Seavey. At the time your orders are issued, you must have a minimum of how much obligated service? (a) 12 months; (b) 16 months; (c) Enough to complete a normal tour ashore, plus one year.

4. Three quartermasters first class aboard one ship are eligible for Seavey. QM1 number one has 12 years' continuous active duty, three years as QM1, and four years' continuous sea duty. QM1 number two has 10 years' continuous active duty, two years as QM1, and six years' continuous sea duty. QM1 number three has 14 years' continuous active duty, one year as QM1, and four years' continuous sea duty. If all other factors are equal, who will go ashore first? (a) QM1 number one; (b) QM1 number two; or (c) QM1 number three.

Answers to Quiz Aweigh may be found on page 50



# THE BULLETIN BOARD

## If You'd Like to Convert to Another Rating, Look at SCORE

**T**HE DO-IT-YOURSELF system of changing your rate may soon be obsolete. The Navy has come up with a planned conversion program that not only helps you convert to another rating, but makes it mighty attractive to do so. As a result, some of the personnel problems caused by an overabundance of men in some rates and not enough in others may be eased.

The new program has been designated Selective Conversion and Retention, or SCORE for short. It should be good news for many YNs, BMs, and other Navymen who are locked in slow moving rates with slim chances for advancement. SCORE also has generated a lot of enthusiasm among personnel planners. They see in the program a systematic procedure for converting men in slow rates to the open, critically undermanned ratings, thereby easing two problems with one procedure.

In some respects, you may see in SCORE many of the benefits already available through STAR — the Selective Training and Retention Program. There are, however, many major differences. In fact, some men already nominated for STAR may wish to shift to SCORE (see box). STAR is primarily a first-term program open to men who have served at least one year of active Navy duty, but less than six years total military service. This excludes many of the men who may be in their second or third enlistment who would like some help in moving to an uncrowded rate. Some of the benefits of STAR are early discharge and immediate reenlistment, with bonus, and guaranteed schooling in certain critical ratings. (See ALL HANDS, November, 1961, page 50, for a complete rundown on STAR.)

SCORE goes a little further. In effect, it combines selected features of STAR and the standard conversion program to provide an advantageous, tailored, "training for conversion" program aimed at attracting eligible men, with the purpose of motivating them to convert.



"Thanks, Chief, I thought I had lost it."

Under SCORE, any designated striker and E-4 and E-5 petty officers of crowded ratings, who have served more than two years' active Navy service and up to 12 years' total military service, can reap benefits similar to those of STAR by converting to one of the open ratings. In theory, only men in certain "sug-

## If You're a STAR and You'd Like to SCORE

If you reenlisted under STAR before the SCORE program became effective, have not yet been transferred to school, and are in one of the suggested source ratings for SCORE (see box), you may elect to convert.

If your STAR school orders have already been received by your command, reference must be made to them in your SCORE request, and they will not be executed until you receive a reply. If approved, you will be changed in status from STAR to SCORE, provided you have already reenlisted for six years. If on a four-year STAR enlistment, you must agree to extend for at least two more years. BuPers Inst. 1440.27, the complete rundown on SCORE, shows how this is done.

gested" ratings should be recommended for SCORE. In practice, however, a man in a rating not on the list could be accepted if he is otherwise eligible and is recommended by his commanding officer.

The scoop on SCORE is outlined in BuPers Inst. 1440.27. Here's a rundown on the program's highlights.

• **Eligibility** — To be eligible for SCORE, you must be an active duty Navyman, Regular or Reserve, in pay grade E-3 (identified striker), E-4 or E-5. You must have served at least two years of active Navy service, but not more than 12 years' total military service.

Your chances for approval for conversion under SCORE are best if you serve in one of the ratings in which there are an overabundance of men (see box), but, if in any other rating, you may be selected if otherwise eligible and recommended.

You must be able to meet the basic selection criteria for class A school training in one or more of the following ratings: RD, SOG, SOS, GS, FTG, FTM, GMT, ETN, ETR, RM, CT, MM, MR, BT, EM, IC. (Security requirements prevent the conversion to some of these ratings by foreign nationals. Also, the CT, GS, and GMT ratings require a secret clearance.)

You must reenlist for six years upon being accepted.

Finally, you must be recommended by your commanding officer.

- **Incentives** — If moving to a rate with better advancement possibilities isn't in itself enough for you to make the change, SCORE provides other benefits in the form of incentives.

✓ *Assignment to A school* for the technical rating to which you wish to convert is guaranteed. Entry into school will normally occur within 12 months of the date your request is submitted.

✓ *Immediate change of rating* (or designator, if E-3) will be effected upon your graduation from A school.

- ✓ Automatic advancement to pay



grade E-4 is guaranteed for strikers who graduate in the upper half of their class.

✓ *Guaranteed B school.* After between one and two years of satisfactory on-the-job training in your new rate you may request B school, and are guaranteed assignment, if such a school exists for your rating. B school is also guaranteed to SCORE converttees who are not advanced to E-4 upon completion of A school, when on-the-job training is completed and advancement has been made to E-4 or E-5. Class C training, if available, will be guaranteed in lieu of B school if you request it. The E-4 to E-5 advancement, on graduation from class C school, however, does not apply.

✓ *Reenlistment bonus* will be recomputed as appropriate, and any additional bonus earned through your SCORE reenlistment will be paid.

✓ *Automatic proficiency pay* is presently being paid a number of the SCORE ratings. (You should note that there is no assurance all such ratings will remain in the pro pay category indefinitely. Pro pay awards are directly affected by available funds and the critical degree of each rating, based on an annual evaluation.)

● *How it Works* — By now your commanding officer has probably appointed one of your officers as SCORE counselor. If you apply for the program, he'll be the man who interviews you and helps you determine if you're eligible. He will help you decide to which undermanned rating you should convert, and his recommendation will weigh heavily with your CO's ultimate decision on whether or not your name should be sent to the Chief of Naval Personnel as a candidate.

Or, you may be selected after a review of your service record or a recommendation by your department head, division officer, or senior petty officer, reveals you are SCORE material.

Another of the points your counselor will go over with you is the alternate ratings you should consider. Normally, you will select an alternate conversion choice which will be included in your request, unless there is an overriding personal reason for including only the primary.

## WAY BACK WHEN

### Pearl Harbor

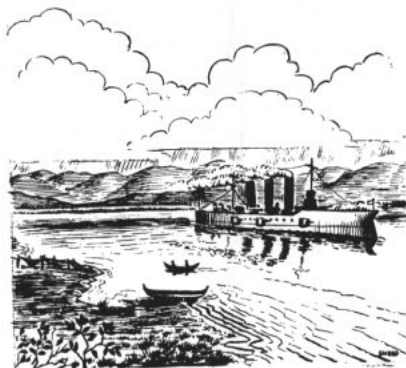
The U. S. military, most notably the Navy, has played an important role in the growth of our 50th state. Navymen first became familiar with Hawaii in 1814, and, throughout the 19th Century (as in the 20th), the islands were extremely popular as a pleasant place to visit.

One far-sighted visitor, LT Joseph W. Curtis, USMC, predicted back in 1846 that the Pearl River area (now Pearl Harbor) of Honolulu would one day be an important sea base.

The Navy's first Hawaiian installation was a coaling station established at Honolulu during the Civil War. This was nearly abandoned in 1870 owing to a policy which caused men-o'-war to be supplied with full sail power.

Several years later an inspection party investigating the defense possibilities of Hawaii recommended that the U. S. obtain a cession of Pearl Harbor, plus four or five miles of surrounding territory. At the outbreak of the Spanish-American War, the U. S. possessed a mere coal depot at Honolulu — consisting of a dilapidated shed on rented ground.

What could be considered our first major role in island activities came in 1887 when King Kalakaua granted the U. S. Fleet exclusive rights to enter Pearl River and maintain coaling and repair stations for the use of American ships.



In 1898, with the annexation of Hawaii to the U. S., the Navy lost no time in developing the islands as a defense outpost. The first purchase of land at Pearl Harbor was authorized by Congress in 1901, and, shortly after, it was selected as the site for a large Pacific naval base.

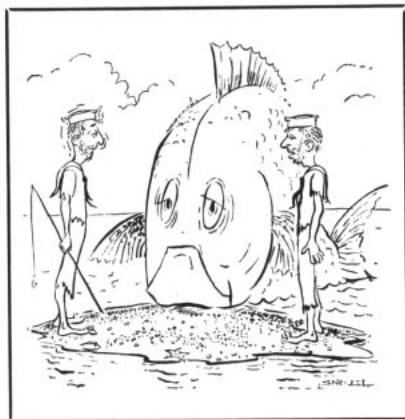
Through the years the Navy's facilities at Pearl Harbor have grown into one of the world's largest overseas bases. Every major Pacific military command has its headquarters near Pearl Harbor. For example, Pearl Harbor is the home base of operation for two top military strategists, the Commander in Chief, Pacific Forces, and the Commander in Chief, U. S. Pacific Fleet.

Another factor you should note before seeking out the SCORE counselor concerns an eligibility point already mentioned briefly. Conversion of all eligible men is encouraged and desired, but, in the counseling of prospective converttees who are not U. S. citizens, due regard must be given this fact when selecting the

rating to which conversion is to be attempted. This is necessary because of the security aspects of most critically undermanned ratings, and the difficulties encountered in obtaining clearances for foreign nationals. (Security requirements prevent the conversion of foreign nationals to these ratings: RD, SOG, SOS, GS, FTG, FTM, GMT, ETN, ETR, RM, CT. Those open to foreign nationals are MM, MR, BT, EM and IC.)

In any case, once your CO approves your candidacy, he will submit to the Chief of Naval Personnel a request for SCORE conversion. Once the change is approved, you will be discharged and immediately reenlisted for six years.

If you are not presently in one of the excessively manned ratings, but are in any other rating not listed as critically undermanned, your CO will include in his report a statement outlining the particular qualifications of your nomination; and the Bureau will make the final decision as to



"What's for dinner?"

whether or not you are selected.

If selected, your commanding officer will, if possible, place you in a training status for the rating to which you intend to convert, thereby familiarizing you with your prospective rating while you await assignment to A school.

Before you enroll in school, you may continue to participate in the advancement program for your present rating. Once you actually enroll in school, however, you will be considered in a "change-in-rating" status and thus not eligible for advancement in your present rating. An authorized advancement successfully effected while you're awaiting school, however, may be allowed.

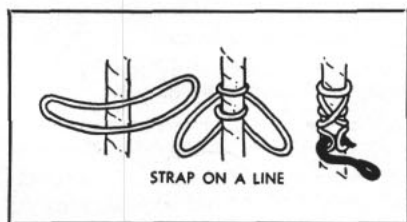
Your SCORE counselor will have checked you out on the training regimen necessary to complete the program, so you should know exactly what to expect.

In addition to your ability to absorb the conversion training, as may be indicated by your test scores, your motivation or determination to complete the conversion successfully must be positive and definite. The training programs for these ratings to which you may want to convert are no breeze. They are tough and will demand your very best effort. The SCORE Program is a *quality*, not a quantity program. A successful conversion is a gain for you and for the Navy—a "bust out" is a waste of your time and effort and is a real loss to the Navy.

If you reenlist under SCORE, however, and fail to complete A school satisfactorily, you'll be dropped from the program. Your reenlistment contract will not be revoked, and you must fulfill your service obligation.

BuPers Inst. 1440.27, the authoritative SCORE guideline, contains a detailed account of this new program. It includes the procedures for COs and counselors to follow.

## Grains of Salt —



## Here Are Ratings Especially Wanted for SCORE

If you're a designated striker or E-4 or E-5 petty officer in one of these ratings, you are a potential SCORE candidate. These are the ratings from which conversions are desired and suggested.

BM	CS	DC	BUH
GMG	SH	PM	BUR
IM	LI	EOH	UTP
YN	DM	EON	UTB
PN	EN	CMA	UTA
SK	SFM	CMH	UTW
DK	SFP	BUL	

If you serve in some other rate not listed as a critically undermanned rating, you could be accepted for SCORE if otherwise eligible and highly recommended.

## 'Anatomy of Aggression' Films Cold War Tactics

A 28-minute Armed Forces Information Film which illustrates communist cold war techniques has been incorporated into the Internal Information Program for viewing by all Navymen. The film, *Anatomy of Aggression*, shows some of the steps the U. S. has taken since World War II to counter communist aggression.

The procedure for obtaining, showing, and reporting on the film is contained in Bupers Notice 1560 of 13 Oct 1961. All commands are required to borrow the film from the nearest motion picture source at the earliest opportunity, show it as part of their Internal Information Program, then return it promptly so it is kept in circulation. Navy I & E film sources (listed in the *I & E Catalog*), the Navy Motion Picture Service and the Military Sea Transportation Service all have prints.

Commanding officers should include in the "remarks" section of their I & E Report (NavPers 2418), for the quarter ending 31 Dec 1961, a statement of the number of showings and total attendance.

If the film isn't available, or for some reason it can't be shown before 1 Jan 1962, the report must include a statement of the expected date of showing and probable attendance. (When it is shown, the actual attendance information must

be included in the next quarterly report—31 Mar 1962). If your command normally is not required to submit an I & E Report, a letter to the Chief of Naval Personnel, (Attn: Pers C-13), which states the number of showings and total attendance, must be submitted by 15 Jan 1962.

## New Correspondence Courses For Officers and EMs

Four new Correspondence Courses—two officer and two enlisted—are now available from the Navy Correspondence Course Center at Scotia, N.Y. Four others, meanwhile, have been discontinued.

Enlisted courses are administered (with some exceptions) by your local command instead of the Correspondence Course Center. If you are on active duty, your division officer will advise you whether the course is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Center, which will supply the course materials to your command for administration.

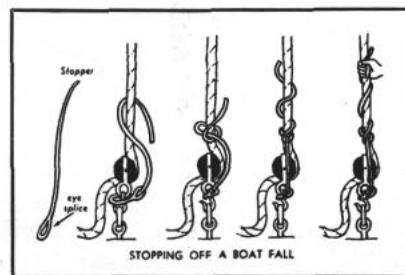
Officer courses, on the other hand, are administered directly by the Correspondence Course Center. Courses for both officers and enlisted personnel on inactive duty are also handled in this fashion.

New courses available are:

Course	NavPers No.
ECC Aviation Structural	
Mechanic 1 & C	91629
ECC Tradesman 3 & 2	91698
OCC Ship Activation	10986
OCC Logistics	10902-A

*ECC Tradesman* (NavPers 91658); *ECC Ship Activation Manual* (NavPers 91215-B); *OCC Logistics* (NavPers 10902-3); and *OCC Photographic Interpretation* (NavPers 10958-A) have been discontinued.

## Grains of Salt —





# Navy Duty Is Interesting in Antigua, Land of the Calypsos

IF YOU GET orders for duty in Antigua, West Indies, here's the scoop.

On 1 Jan 1960 the Island of Antigua became a member of the West Indies Federation and the flag of the British Leeward Islands was lowered for the last time. This represented a step toward dominion status for this part of the British Empire. The other island members of the Federation are St. Christopher (St. Kitts), Anguilla, Barbuda, Nevis, Montserrat, Barbados, Trinidad, Jamaica, the British Virgin Islands, Tobago and Aruba.

**Entry Requirements**—For U. S. military personnel their leave papers or orders and identification of citizenship are required. For dependents staying longer than six months, passports are required.

**Customs**—Personal effects are allowed duty-free, as are gifts for the residents of the island. Two hundred cigarettes or one pound of tobacco, and one opened bottle of liquor are permitted, if for personal use. There are the usual restrictions against arms and ammunition, dangerous drugs, indecent pictures or articles, counterfeit coins, plants, animals and birds. Do not bring pets to the Leeward Islands without obtaining prior permission from the island authorities.

**Currency**—Although the title 'British West Indies' has been officially changed to "West Indies," the term "BeeWee" still persists in reference to local currency. Notes are in denominations of \$1.00, \$2.00, \$5.00, \$10.00, \$20.00, \$50.00 and \$100.00. The coins used are the BWI silver: 1¢ and 2¢ (bronze), 5¢, 10¢ and 50¢. Formerly, English coins were used. They are still in evidence, and are usually negotiable.

United States currency is widely used by the American tourist and quoted on the Island of Antigua. The U. S. dollar is worth from \$1.68 to \$1.72 BWI. A good general rule is to multiply BWI currency by 0.6 to get the U. S. equivalent. Be sure which currency the owners of stores and hotels quote. Transactions by naval personnel should be in BWI currency. No difficulty has been experienced in cashing personal checks drawn on U. S. banks.

All-Navy Cartoon Contest  
S. J. Rudge, ADJ2, USN



"Jones, something strange is going on around here and I don't like it one bit."

**Language**—English is the official language. Newcomers to the island have difficulty in understanding the patois (which derives from English) that is spoken by most of the natives, but communication with nearly all the islanders is possible. Many, of course, speak the King's English.

**Climate**—The climate is conceded to be among the best in the Caribbean. Average temperature from December to April is around 75° F, and in the remaining months, 80° to 85°. Almost continuous trade winds help to keep one comfortable. The hottest months of the year are September and October. Showers are scattered throughout the year but come mostly during the fall months. The rainfall is slight. The island is in the hurricane zone.

**Health**—The island is very healthy. There are practically no tropical diseases and no malarial mosquitos. Sand flies and mosquitos are apt to be seasonal. There are no poisonous snakes on the island.

The Naval Facility buys its water from the local government and treats it to render it potable. It is

safe for all to drink except for children under three years old and people with heart conditions. Tap water outside the Facility is chlorinated but not recommended for drinking. Nearly every dwelling has a catchment of some type for rain water, which when boiled is safe for drinking. The rainfall is nearly always sufficient to supply enough catchment water for both cooking and drinking.

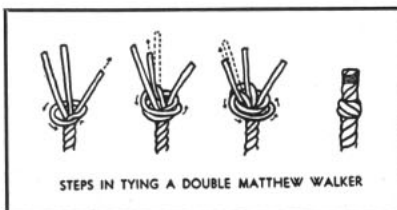
Most staples are available from the Facility commissary, including frozen fresh milk and meats. Prices are comparable to stateside commissaries; however, most people find it necessary to supplement their supplies with fruit and vegetables bought locally. A large, open-air market in St. John's sells local bananas (considered excellent), pineapples, lobster, shrimp, and many fresh vegetables.

**Transportation**—There are a few buses used by the native inhabitants. The buses are rickety and unsafe and not recommended. Taxis or private cars with drivers are available. Charges are usually by the individual trip with the price including gasoline. Rates are established by the Antigua Taxi Association, but it is recommended you agree on the fare with your driver before starting out. Fares are extremely high for the distances traveled.

Drive-it-yourself cars are available in town for between \$8.00 and \$9.00 U. S. per day. A visitor's license obtainable from the Police Department is required. A current private U. S. driver's license is satisfactory in lieu of a driver's test. U. S. Navy vehicles are made available for organized recreation parties of five or more people. It is recommended that personnel intending to bring dependents to the island have some form of private transportation. Personnel must either import vehicles from the U. S. or rely on the expensive taxi service. Local taxes on vehicles are high.

Privately owned vehicles of military personnel brought to the island may not be sold unless the owner insures that the local import duty is paid. If not sold, they may be used duty-free by U. S. naval personnel.

Roads are substandard with only



STEPS IN TYING A DOUBLE MATTHEW WALKER

half of them paved or surfaced. They are very narrow. Speeds of more than 30 miles per hour are dangerous, both to other traffic and pedestrians. Wear and tear maintenance costs on vehicles exceed those in the U. S. by about 200 per cent.

Gasoline sells for 42¢ U. S. currency per gallon and is inferior to the lowest U. S. grade. Oil is about 50 to 60¢ U. S. currency per quart. A gas pump has recently been installed at the Facility and U. S. high test is being sold at regular Navy Exchange prices. Parts for American cars are limited. Mechanics are, for the most part, untrained and incompetent. Service stations, by U. S. standards, are not available. Tires and batteries are extremely expensive; you will find it more economical to order these items from the U. S. through parcel post system.

Naval personnel must register all private vehicles at the Naval Facility and must comply with regulations similar to those of continental naval stations. The Naval Facility maintains a transportation service, with runs to and from St. John's several times daily. Covered pick-up trucks are used for these runs. In addition, the Facility school bus makes scheduled trips to St. John's in order to transport children to and from school.

**Housing** — The Naval Facility is located outside the continental and territorial limits of the United States and is considered an isolated facility. It was constructed in 1956, is of modern design and comparable in most physical respects to the newest of naval facilities in the U. S. However, no housing facilities of any kind, nor buildings capable of being converted to such use, are available within the station boundaries.

There are a few houses available whose owners have been willing to vacate. Sanitary facilities are often inadequate; rents range from \$75.00-\$125.00 per month. A few adequate apartments and houses are being rented by military personnel and their families in St. John's but housing is very critical and concurrent travel for military personnel and dependents is not authorized.

**Guarantee Rental Housing** — The Department of Defense is planning a 25-unit guarantee rental housing

## QUIZ AWEIGH ANSWERS

1. (c) Transferred to sea for at least 14 months, or until you become eligible for shore duty.
2. (a) Transferred to sea.
3. (b) 16 months.
4. (c) QM1 number three.

Quiz Aweigh Questions may be found on page 45.

project for this activity. This project will be constructed and operated by private contractor, with the Navy merely guaranteeing that the houses will be rented. The houses in this project will be on the whole of much better construction than the present available housing, and will be similar in design to Capehart housing.

**Household Effects** — Most houses available for renting are furnished provincially. Usually no electrical appliances are furnished — not even refrigerators and stoves — except at increased rentals.

From local dealers, a refrigerator, 6-cu. ft. size, costs approximately \$600 BWI; a gas stove about \$300 BWI; and installation of the propane gas costs approximately \$85 BWI, which includes the first two cylinders of gas and a year's service charge.

It is recommended that most household effects and appliances be brought to the island. These should be brought after housing is secured. Freezers and washing machines are especially useful. Washing machines must be used with only one water inlet since no hot water is supplied in any house. Stepdown transformers can be bought locally in order

to operate standard electrical appliances in homes equipped with 220 volt systems.

**Religious Facilities** — No chaplain is assigned to the Naval Facility. A chaplain from the staff of COMTEN visits the Naval Facility periodically. Churches on the island include Anglican (Church of England), Catholic, Methodist, Moravian and Seventh Day Adventist. No Jewish services are available.

**Medical Facilities** — No medical officer is assigned to the Naval Facility. One HMI on independent duty is assigned. Dependent medical care is restricted to first aid. First aid may be provided on or off the Facility. However, house calls, as such, are not within the province of the corpsman and are not authorized.

The Dependents' Medical Care Act is being implemented on the island. One hospital is available and reasonably well staffed with English- and Canadian-trained doctors. The nearest military hospital is Rodriguez U. S. Army Hospital in San Juan, Puerto Rico.

Dental facilities are more limited. In the case of dependents, it is recommended that all dental work be accomplished before leaving the States. The local dental service is not recommended. It is a military requirement that all assigned naval personnel have dental work accomplished before leaving their last duty station. The district dental field team visits the Facility every three months to take care of the most pressing cases that have developed while personnel are attached to the command.

**Schools** — No Army, Navy or Air Force operated schools are available in the area. Adequate non-service, tuition type, parochial and non-sectarian schools are available for grades one through eight. Non-service operated tuition type schools for grades nine through 12 are available but are not considered adequate by U. S. standards. A contribution is made by the U. S. government, at a rate not to exceed \$117 per pupil per year, to eligible dependents. Segregation is not practiced.

Correspondence courses are available to high school students from the University of California.

All school children wear uniforms. Boys wear khaki shorts, shortsleeved



"Go away, I'm taking a bath."



shirts, navy blue ties and brown shoes and socks. Girls wear khaki, middy-style dresses with pleated skirts attached, navy blue ties and brown shoes and socks. All of these uniforms can be made quickly and inexpensively by local tailors and dressmakers. Girl's uniforms, in particular, are distinctive and should be procured locally.

**Recreation** — Antigua is a sportsman's paradise. There are endless sandy beaches for swimming and sun-bathing, with magnificent reefs for the skin diving enthusiast. There are a golf course and tennis club located near St. John's, and the cost of membership at each is reasonable. Hunting, principally on the island of Barbuda (a dependency of Antigua) approximately 62 square miles in area, is excellent, with a well stocked game preserve (a hunting license costs about \$3.00 U.S.).

Fishing in local waters is extremely good, and although small boating is not as popular in Antigua as in the United States, there is a yacht club, and sailing, outboarding, and water skiing are quite commonplace. Nelson's Dockyard at English Harbour is considered one of the best yachting basins in the West Indies, and is always filled with lovely sloops, yawls, and schooners, making it a magnificent spot for the camera enthusiast as well as the yachtsman.

Horseback riding is especially popular. Horses can be bought locally for from \$5.00 to \$45.00 BWI, and can be kept at a very small cost. Cycling and mountain climbing are two other sports which may also be enjoyed on this picturesque island, further illustrating the variety of outdoor entertainment available.

The Facility has opened a branch Navy Exchange. Most items found in Exchanges stateside are available here with the exception of clothing and uniforms. Only limited quantities of the latter are available.

**Infant Supplies** — Canned milk and a limited supply of baby foods and cereals are sold at the Commissary Store at the Naval Facility. A limited supply of baby toiletries is available in St. John's, but no baby furniture or equipment is stocked. These items should be brought to the island or can be ordered from mail order houses in the States.

**Cost of Living Allowance**—To help

defray the added cost of living on the island, a station subsistence and quarters allowance has been established by the Department of Defense for military personnel with dependents on station. Current rates are contained in the *Joint Travel Regulations*.

**Clothing** — The standard civilian summer wardrobe for the U.S. is suitable all year round on the island. Most hotels require that you wear coat and tie at evening meals and at dances during the season. Shorts, bathing suits or other abbreviated costumes worn by women are definitely frowned upon in St. John's. Sweaters and warm pajamas for children are very useful on some rather chilly evenings. Notions such as zippers, snaps and rickrack are available in very limited quantities. It is recommended that all sewing

materials be brought. These should include buttons, pins, thread and belt buckles.

Uniform of the day of all personnel is tropical white long; liberty uniform may be tropical white long, service dress white or appropriate civilian clothing. Working uniform for officers and CPOs is tropical khaki long or tropical khaki; for enlisted personnel other than CPOs, the uniform is undress white "B" or dungarees.

**Mail and Postal Service**—Incoming and outgoing mail is received and sent at least three times a week. All airmail and first class and parcel post are flown commercially to New York. First class mail and parcel post take about two weeks in transit from New York. Mail order service from the United States to Antigua is very fast and reliable.

## WHAT'S IN A NAME

### The Navy Goat

Each year for longer than most of us can (or care to) remember, the Middies of Annapolis have met the Cadets of West Point in the annual Army-Navy football game. And while you're thinking back, you'll probably also recall that the Navy's goat mascot has been right there on the sidelines for the games.

But who among you can remember the Navy's first goat mascot? We can't, but we may have the story of how it all came about.

In the September 1936 copy of the Bureau of Navigation Bulletin (forerunner of ALL HANDS Magazine) there appeared a story which old-timers of that day declared to be the true account of the first goat mascot at the Army-Navy game.

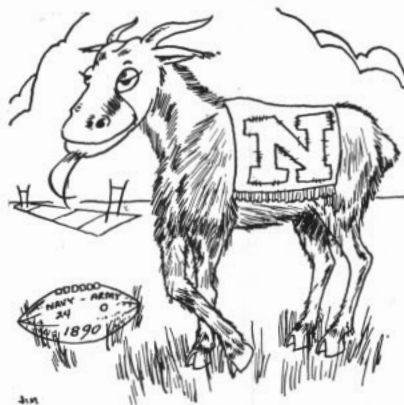
It seems that a group of naval officers were on their way from the railroad station at West Point to the playing field, on the day of the first football game between the two academies in 1890. They decided that since so few Navy supporters were going to be on hand at the Army stronghold, the Navy team needed a mascot.

Two of the officers, LTJG Charles H. Harlow, USN and ENS. F. B. Sullivan, USN, so the story goes, spotted a young goat grazing along the roadway and decided that it would be the mascot. They found the goat's owner at a nearby farmhouse, and after some dickering over the price, purchased the animal for \$1.00.

As it turned out, the Navy trampled the Army squad 24 to 0 and the goat remains today as the official mascot of the Naval Academy midshipmen. (We wonder if the goat would have survived if the Navy team had been beaten in that first battle.)

Some would-be historians tell us that this story doesn't go back quite far enough into history. They recall that in the late 1880s, the warship USS *Galena* with a goat for a mascot, was a familiar sight at the Academy, since the ship often moored at Annapolis. They feel that this led to the goat mascot.

We'll be glad to listen to other versions of this story if any are offered.



## Here's List of Directives That Will Answer Career Questions

**A**BOARD EVERY SHIP in the Navy are instructions, notices, manuals, handbooks, pamphlets, catalogs and regulations which contain information on your naval career. After these are published, however, it is sometimes difficult to remember where to look for the

particular bit of information you desire.

The following is a list of important directives which deal with career opportunities and programs available to Navy enlisted personnel and officers. (Asterisk indicates distribution only to those concerned.)

Subject	Pertinent Directive or Authority
<b>TRAINING</b>	
Information and Education Program	BuPers Manual, Art. D-2103; I&E Manual (NavPers 16963D); I&E Newsletter (NavPers 15801)
Tuition Aid Program	BuPers Inst. 1560.10B
Selection and Training of Candidates for Diving Duty	BuPers Inst. 1500.15D; Catalog of U. S. Naval Training Activities and Courses (NavPers 91769E); BuPers Inst. 1520.4D
Language Instruction at the U. S. Naval Intelligence School	BuPers Inst. 1520.27B
Atomic, Biological and Chemical Warfare Defense Training	BuPers Inst. 1520.16B
Naval Leadership	General Order 21; BuPers Inst. 5390.2

### PAY, ALLOWANCES, AND INSURANCE

Soldiers' and Sailors' Civil Relief Act of 1940	BuPers Inst. 1760.4
Uniformed Services Contingency Option Act	BuPers Inst. 1750.1C
Social Security Benefits for Military Service	BuPers Inst. 1741.10A
Mortgage Insurance for Servicemen to aid in the Construction or Purchase of Homes	SecNav Inst. 1741.4B
Retirement, Voluntary and Naval Reserve with/without pay	BuPers Inst. 1820.1B; BuPers Inst. 1820.2A; SecNav Inst. 1811.3C; BuPers Inst. 1811.1B

### GENERAL TRAINING

Schools and Courses	BuPers Inst. 1500.25G; Catalog of U. S. Naval Training Activities and Courses (NavPers 91769E)
General Line and Naval Science School	BuPers Inst. 1520.43B
Five Term College Training Program	BuPers Inst. 1520.48C
Officer Correspondence Courses	List of Training Manuals and Correspondence Courses (NavPers 10061)
Annual Rhodes Scholarship Competition	BuPers Inst. 1520.61
Postgraduate Education Program	BuPers Note 1520 published annually

### SPECIALIZED TRAINING

Flight Training	BuPers Inst. 1520.20A
Underwater Demolition Training	BuPers Inst. 1520.7A

Subject	Pertinent Directive or Authority
Training and Administration of the Naval Reserve	BuPers Inst. 1001.10D
Nuclear Power Training Program	Enlisted Transfer Manual (NavPers 15909A)
U. S. Naval Test Pilot School	*BuPers Inst. 1331.3B

### ASSIGNMENT TO SPECIAL DUTY

Assignment to Nuclear Powered Submarines	BuPers Inst. 1301.28A
Assignment to Submarine Duty	BuPers Inst. 1520.61
Assignment to Navy Security Group	BuPers Inst. 1331.2C
Assignment to Duty Involving Demolition of Explosives	BuPers Inst. 1320.5A
Assignment to Nuclear Power	SecNav Inst. 1000.3
Assignment to Nuclear Powered Surface Ships	BuPers Inst. 1520.68A

### APPOINTMENT

Appointment to Commissioned Grade in the Reserve of the U.S. Navy of Resigned Officers of the Regular Navy	BuPers Inst. 1920.8A
Regular Navy Augmentation Program	BuPers Inst. 1120.12H
Appointment in the Medical and Dental Corps, Regular Navy	BuPers Inst. 1120.3F
Appointment of Qualified Naval Reserve Officers in the Medical Service Corps	BuPers Inst. 1120.23B
Appointment to Commissioned Grade in Naval Reserve Under the Reserve Integration Program	*BuPers Inst. 1120.26

### PROMOTION

Professional Study Plan for Officers and Warrant Officers on Active Duty	BuPers Inst. 1500.49
Professional Fitness for Promotion of Naval Reserve Officers not on Active Duty	BuPers Inst. 1416.4

### MISCELLANEOUS

Active Duty Agreements	BuPers Inst. 1120.22C
Changes of Officer Designator Codes	BuPers Inst. 1210.6A
Extension and Release From Active Duty of Naval Reserve Officers	BuPers Inst. 1926.1C; BuPers Inst. 1926.2A
Voluntary Separation Policies Affecting all Officers of the Regular Navy and the Naval Reserve Except Officers of the Medical and Dental Corps	SecNav Inst. 1920.3B



<i>Subject</i>	<i>Pertinent Directive or Authority</i>
Assignment and Rotation of LTJG and ENS	BuPers Inst. 1301.33A
Interservice Transfer of Regular/ Reserve Officers	Bu Pers Inst. 1120.30; BuPers Inst. 1120.31A
Qualification for Command of Destroyers	BuPers Manual, art. C-7316
Voluntary Extended Active Duty for Reserve Officers	BuPers Inst. 1331.4B
Useful Information for Newly Commissioned Officers	NavPers 10802
Navy Facts for Officer Counsel	<i>Officer Fact Book</i> (NavPers 15898)
Engineering Duty, Aeronautical Engineering Duty and Special Duty Officers; designation of	BuPers Inst. 1120.33
Training Opportunities, Promotion, etc., for Inactive Naval Reservists	*BuPers Inst. 5400.44
Voluntary Separation Policies Affecting Medical and Dental Officers	SecNav Inst. 1920.4
Qualification for Command of Submarines	BuPers Manual, art. C-7303
The Navy Relief Society	BuPers Manual, art. C-9207; BuPers Inst. 7040.3
The American Red Cross	BuPers Manual, art. C-9207
Immigration and Nationality Act of 1952; Alien Spouses, Naval Personnel	SecNav Inst. 1750.1
Marriage of USN and USMC Personnel outside the United States and within Far East Command	BuPers Manual, art. C-11109 SecNav Inst. 1752.2A
Visas for Alien Wives and Children of Naval Personnel	*SecNav Inst. 1750.2
Reemployment Rights of Naval Separates	BuPers Inst. 1760.16
Participation in Interservice and International Athletic Events and Competitions	BuPers Inst. 1710.1F
Summary of State Bonuses	BuPers Inst. 1760.3C
Uniformed Services Identification and Privilege Card, DD Form 1173	BuPers Inst. 1750.5B
Civilian Employment Assistance Program for Retired and Involuntarily Released Personnel	<i>Your New Career-Planning for Retirement</i> (NavPers 15895B)
Length of Tours of Overseas Service	BuPers Inst. 1300.26B
Education and Training Under the Veterans' Readjustment Assistance Act of 1952	BuPers Inst. 1760.17
Navy Guide for Retired Personnel and their Families	NavPers 15891A

The following list of programs and opportunities is of particular interest to enlisted personnel.

#### ADVANCEMENT/CHANGE IN RATE OR RATING

Training Publications for Advancement in Rating	NavPers 10052
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<i>Subject</i>	<i>Pertinent Directive or Authority</i>
Advancement in Rate/Rating	BuPers Inst. P1430.7D; Part C, Ch. 7, sec. 2, <i>BuPers Manual</i> ; <i>Manual of Qualification for Advancement in Rating</i> ; BuPers Inst. 1430.11B; *BuPers Inst. 1430.1D

#### APPOINTMENT TO COMMISSIONED GRADE

Naval Preparatory School	BuPers Manual, Art. C.1203
Aviation Cadet Training Program	BuPers Inst. 1120.20B
Officer Candidate School Program for Enlisted Members of the Naval Service on Active Duty	BuPers Inst. 1120.29A
Appointment to Commissioned Grade, Integration and LDOT Program	BuPers Inst. 1120.18G
Nursing Education Program	*BuPers Inst. 1120.27C
Appointment to Commissioned Grade SDO (Law)	BuPers Inst. 1120.21A
Navy Enlisted Scientific Education Program	BuPers Inst. 1510.69F
Appointment in the Medical Service Corps, Regular Navy and Naval Reserve	BuPers Inst. 1120.15D; *BuPers Inst. 1120.32
Nomination of Qualified Personnel for the NROTC Program	BuPers Inst. 1110.3A
Appointment to Cadetship in the U. S. Coast Guard	BuPers Inst. 1110.4B

#### TRAINING

Schools and Courses	BuPers Inst. 1500.25G; BuPers Inst. 1500.39B; <i>Catalog of U. S. Naval Training Activities and Courses</i> (NavPers 91769E)
Study Materials for Applicants for Appointment to Commissioned Status	BuPers Inst. 1560.12A
Navy Training Courses and Enlisted Correspondence Courses	<i>List of Training Manuals and Correspondence Courses</i> (NavPers 10061)
Class A School Assignment for Fleet Personnel	BuPers Inst. 1510.86B

#### SPECIALIZED TRAINING

Assignment and Reassignment of Personnel in the Naval Air Mobile Training Program	<i>Enlisted Transfer Manual</i> (NavPers 15909A)
Nuclear Power Training Program	<i>Enlisted Transfer Manual</i>
Polaris Field Seaman Recruits	BuPers Inst. 1306.70
Nuclear Field Seaman Recruits	BuPers Inst. 1306.64A

#### REENLISTMENT, SEPARATION, RETIREMENT

Reenlistment and Voluntary Extension of Enlistment	BuPers Inst. 1133.3D; BuPers Inst. 1133.4A
Reenlistment in the Regular Navy of Naval Reserve Personnel Serving on Active Duty	BuPers Inst. 1130.4F
Assignment to a School as an Incentive for Reenlistment	<i>Enlisted Transfer Manual</i>
Review of Undesirable and Punitive Discharges	BuPers Inst. 1626.16

## THE BULLETIN BOARD

Subject	Pertinent Directive or Authority
Early Separation to Attend College	BuPers Inst. 1910.12C
Transfer to Fleet Reserve	BuPers Inst. 1830.1A
Reenlistment and Extension of Enlistment	BuPers Manual, arts. C-1403, 4, 5, 7, H-3403, 5, 6
Selective Training and Retention (STAR) Program	BuPers Inst. 1133.13A
Selective Conversion and Retention (SCORE) Program	BuPers Inst. 1440.27

### SPECIAL ASSIGNMENTS

Assignment to Duty of Sole Remaining Sons	BuPers Inst. 1300.11
Assignment to Duty Involving Demolition of Explosives	BuPers Inst. 1320.5A
Transfer and Assignment for Hardship or Humanitarian Reasons	Enlisted Transfer Manual (NavPers 15909A)
Assignment to Naval Missions, Attaches, Military Aid Groups, Joint Staff, SHAPE	Enlisted Transfer Manual
Assignment to Instructor Duty	Enlisted Transfer Manual
Assignment to Recruiting Duty	Enlisted Transfer Manual

Subject	Pertinent Directive or Authority
Assignment to Initial Submarine Training and Duty	Enlisted Transfer Manual
Assignment to Reserve Training Submarines	Enlisted Transfer Manual
Reassignment to Area of Choice for Last 2 Years, Active Duty Prior to Retirement on Completion of 30 years' Active Duty	Enlisted Transfer Manual

### MISCELLANEOUS

Training and Administration of the Naval Air Reserve	*BuPers Inst. 1001.7B
Proficiency Pay Program	BuPers Inst. 1430.12C
Testing of Enlisted Career Personnel	BuPers Inst. 1236.2
Selected Reserve Program of the Naval Reserve (other than air)	*BuPers Inst. 5400.42A
Sea/Shore Rotation	Enlisted Transfer Manual (NavPers 15909A)
Assignment and Rotation of Enlisted Women	Enlisted Transfer Manual
Reenlistment Bonus	BuPers Manual, arts. A4203, 4

### DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

#### Alnavs

No. 43 — Provided a list of 13 overseas areas which are exempt from restrictions on the shipment of privately-owned foreign motor vehicles at government expense.

No. 44 — Announced approval by the President of reports of selection boards that recommended staff corps officers on active duty for promotion to the grades of: Medical Corps, captain, commander; Supply Corps, captain, commander; Chaplain Corps, captain, commander; Civil Engineer Corps, captain, commander; Dental Corps, captain, com-

mander; Medical Service Corps, captain, commander; Nurse Corps, captain, commander; Line, women, commander; Supply Corps, commander, women.

No. 45 — Announced approval by the President of the report of a selection board which recommended line officers for temporary promotion to the grade of commander.

No. 46 — Announced approval by the President of reports of selection

boards which recommended women officers of the Regular Marine Corps for promotion to the grades of major and captain, and male Marine Corps officers for temporary promotion to the grade of captain.

No. 47 — Directed that government sponsored travel to Western Europe be confined to that which is absolutely essential to meet immediate needs. Announced that space-available travel, except for certain exceptions, is suspended until further notice.

#### All-Navy Cartoon Contest Charley Wise, HMCA, USN



"That was a nasty ground swell we just hit, wasn't it?"

#### Instructions

No. 1050.2C — Provides information concerning the conditions under which enlisted personnel of Philippine or Guamanian extraction may be transferred to the Republic of the Philippines or to Guam for reassignment or to visit these areas in a leave status.

No. 1110.3A — Establishes the procedures to be used in nominating qualified enlisted personnel, on active duty, for participation in the Navy College Aptitude Test for further consideration for appointment as midshipmen in the NROTC.

No. 1133.13A — Provides information on career incentives to induce selected, high-quality personnel to make the Navy a career; and



procedures for doing so through the STAR Program.

No. 1426.1B — Advises officers holding permanent USN commissions of qualifications which must be met and the procedures involved before permanent promotion to lieutenant (junior grade).

No. 1440.27 — Announces the intention of increasing the career input to the critically undermanned technical ratings by combining certain features of the STAR program and the Rating Adjustment program into a single rating conversion program which will be called the Selective Conversion and Retention (SCORE) program.

No. 1520.83 — Sets forth new procedures for active duty officers to report additional degrees or attained education which will change their educational level.

No. 7312.5A — Reissues and updates the established procedures for classification of permanent change of station travel costs and provides additional procedures for identification and classification of certain elements of these costs.

#### Notices

No. 1120 (29 September) — Announced the selection of USN temporary warrant officers and chief warrant officers on active duty for appointment to permanent warrant status.

No. 1306 (29 September) — Announced the sea duty commencement cutoff dates to establish the eligibility of enlisted personnel for Seavey Segment One, which will be effective on 1 Feb 1962.

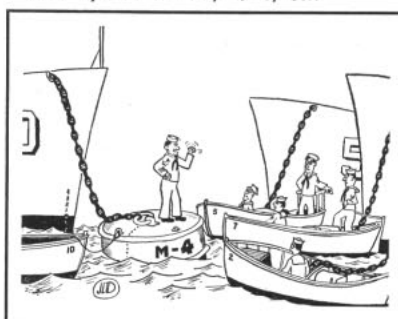
No. 5101 (29 September) — Provided for distribution of motor vehicle accident statistics for 1960 for information, guidance and action.

No. 1300 (5 October) — Solicited volunteers to participate in the Navy's support of the U. S. Antarctic Research program in 1962-63.

No. 1560 (13 October) — Announced the distribution of the film, "The Anatomy of Aggression," Armed Forces Information Film No. 108.

No. 1416 (20 October) — Cancelled BuPers Inst. 1416.7, which was concerned with physical examinations for promotion of officers on active duty in the grades of lieutenant (junior grade) and above, and all warrant officer grades.

All Navy Cartoon Contest  
John Lynelle Draves, QM3, USN



"Now look! We were here first."

### List of New Motion Pictures and TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Wagon Train*, *Bonanza*, *Rawhide* and *Stagecoach West* — Westerns; *Perry Mason* and *Michael Shayne* — Melodramas; and *Checkmate* — Drama.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

#### Motion Pictures

*Stop Me Before I Kill* (1803) (WS): Drama; Claude Dauphin, Diane Cilento.

*The Trapp Family* (1804) (C): Drama; Ruth Leuwerik, Hans Holt.

*Murder at 45 RPM* (1805): Melodrama; Danielle Darrieux, Michel Auclair.

*Bimbo, the Great* (1806) (C): Melodrama; Charles Holm, Maryanne Shields.

*Return to Peyton Place* (1807) (C) (WS): Drama; Carol Lynley, Jeff Chandler.

*On the Double* (1808) (C) (WS): Comedy; Danny Kaye, Dana Wynter.

*Gidget Goes Hawaiian* (1809) (C): Comedy; James Darren, Deborah Walley.

*Brainwashed* (1810): Drama;

Curt Jurgens, Claire Bloom.

*Wild in the Country* (1811) (C) (WS): Drama; Elvis Presley, Tuesday Weld.

*The Last Sunset* (1812) (C): Drama; Rock Hudson, Kirk Douglas.

*Romanoff and Juliet* (1813) (C): Comedy; Peter Ustinov, Sandra Dee.

*Tammy, Tell Me True* (1814) (C): Comedy; Sandra Dee, John Gavin.

*The Big Show* (1815) (C) (WS): Drama; Esther Williams, Cliff Robertson.

*Dentist in the Chair* (1816): Comedy; Bob Monkhouse, Peggy Cummins.

*Ferry to Hong Kong* (1817) (C) (WS): Melodrama; Curt Jurgens, Sylvia Sims.

*Armored Command* (1818): Drama; Howard Keel, Tina Louise.

*Silent Call* (1819) (WS): Melodrama; Gail Russell, David McLean.

*Rivak, the Rebel* (1820) (C): Melodrama; Jack Palance, Willy Vitale.

*Ladies Man* (1821): Comedy; Jerry Lewis, Helen Traubel.

*Question Seven* (1822): Drama; Michael Gwynn, Christian de Bresson.

#### Television Programs

5167: TV-1 *Wagon Train* — The Nancy Palmer Story. TV-2 *Checkmate* — Don't Believe a Word She Says.

5168: TV-1 *Wagon Train* — The Tiburcio Mendez Story. TV-2 *Checkmate* — Death Runs Wild.

5169: TV-1 *Wagon Train* — The Jed Polke Story. TV-2 *Checkmate* — Hour of Execution.

5170: TV-1 *Bonanza* — The Avenger. TV-2 *Perry Mason* — The Case of the Lonely Heiress.

5171: TV-1 *Wagon Train* — The Clayton Tucker Story. TV-2 *Rawhide* — Incident of Dog Days.

5172: TV-1 *Rawhide* — Incident at Dragon Crossing. TV-2 *Michael Shayne* — The Poison Pen Club.

5173: TV-1 *Rawhide* — Incident of the Music Makers. TV-2 *Michael Shayne* — The Badge.

5174: TV-1 *Rawhide* — Incident of the Shambling Man. TV-2 *Michael Shayne* — The Heiress.

5175: TV-1 *Rawhide* — Incident of the Silent Web. TV-2 *Michael Shayne* — Final Settlement.

5176: TV-1 *Rawhide* — Incident of the Curious Street. TV-2 *Michael Shayne* — Strike Out.

5177: TV-1 *Rawhide* — Incident of the Night Visitors. TV-2 *Michael*

*Shayne* — The Ancient Art of Murder.  
5178: TV-1 *Rawhide* — Incident of the Day of the Dead. TV-2 *Michael Shayne* — The Body Beautiful.

5179: TV-1 *Rawhide* — Incident of the 100 Amulets. TV-2 *Michael Shayne* — Framed in Blood.

5180: TV-1 *Rawhide* — Incident in the Garden of Eden. TV-2 *Michael Shayne* — A Night with Nora.

5181: TV-1 *Rawhide* — Incident of Below the Brazos. TV-2 *Michael Shayne* — Die Like a Dog.

5182: TV-1 *Rawhide* — Incident of the Roman Candles. TV-2 *Michael Shayne* — Murder is a Fine Art.

5183: TV-1 *Rawhide* — Incident of the Judas Trap. TV-2 *Michael Shayne* — Murder Around my Wrist.

5184: TV-1 *Rawhide* — Incident of the Night Horse. TV-2 *Michael Shayne* — It Takes a Heap of Dying.

5185: TV-1 *Rawhide* — Incident of the Last Chance. TV-2 *Michael Shayne* — Trouble with Ernie.

5186: TV-1 *Rawhide* — Incident of the Chubasco. TV-2 *Michael Shayne* — Dead Air.

5187: TV-1 *Rawhide* — Incident of No Man's Land. TV-2 *Michael Shayne* — Murder Plays Charades.

5188: TV-1 *Rawhide* — Incident of the Coyote Weed. TV-2 *Michael Shayne* — Marriage Can Be Fatal.

5189: TV-1 *Rawhide* — Incident of the Valley in Shadow. TV-2 *Michael Shayne* — Pilot — This is it.

5190: TV-1 *Rawhide* — Incident of the Druid Curse. TV-2 *Michael Shayne* — The Boat Caper.

5191: TV-1 *Rawhide* — Incident at Jacob's Well. TV-2 *Michael Shayne* — Date with Death.

5192: TV-1 *Rawhide* — Incident of the Devil and his Due. TV-2 *Stagecoach West* — High Lonesome.

5193: TV-1 *Rawhide* — Incident of the Haunted Hills. TV-2 *Stagecoach West* — Dark Return.

5194: TV-1 *Rawhide* — Incident of the Tinkers Dam. TV-2 *Stagecoach West* — Saga of Jeremy Boone.

5195: TV-1 *Rawhide* — Incident at Poco Tiempo. TV-2 *Stagecoach West* — Life Sentence.

## Distribution of Change No. 6 To BuPers Manual Has Been Made to Navy Units

A fat (more than 100 pages) book of changes to the *BuPers Manual* has now been distributed. It covers a variety of subjects — ranging from emergency leave to regulations governing certain types of pay. The new listings include:

- Revised instructions on stowage and accountability of honorable discharge certificates, buttons and pins.

## Naval Chronology Of The Civil War

Part I (1861) of a *Civil War Naval Chronology* is now available to Civil War buffs, naval history devotees and just plain anyone else interested.

Prepared by the Naval History Division of the Office of the Chief of Naval Operations, the chronology aims at providing a clearer understanding of the dominant part played by sea power during the War Between the States. An excerpt from the preface to Part I notes: "Effective use of the sea began at the very outset of the war. Even as early in the conflict as 1861, the number of Confederate ships captured by Union blockaders vividly forecast the constricting and stifling of the Southern economy as the blockade tightened."

A self-cover copy of Part I has been placed on public sale by the Superintendent of Documents, Washington 25, D. C. Price is 25 cents. Part II (1862) is expected to become available for purchase shortly after the first of next year. The Naval History Division itself has no copies of the chronology for sale.

- Revised instructions for the submission of officers' photographs.

- Revised procedure for preparing page 13s of inactive Naval Reservists' records.

- Incorporation of instructions concerning the delivery of original commissions.

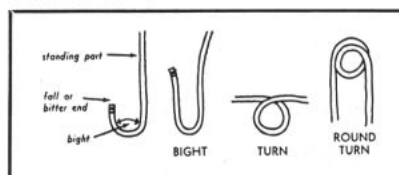
- Changes to policy concerning members of same family assigned together.

- Revised instructions for assignment of steward group ratings.

- Changes in regulations governing proceed time.

- Incorporation of instructions for computation of travel time.

## Grains of Salt —



- Revised regulations concerning emergency leave.

- Removal of certain restrictions on recommendations for permanent chief petty officer.

- Incorporation of instructions for reporting by message the return of absentees and deserters.

- Instructions on issuance of transfer orders to absentees and deserters who surrender or who are delivered to recruiting or other small stations.

- Clarification of types of discharges to be given men on inactive duty.

- Changes in instructions for service record entries in cases of separation for convenience of the government to include a recommendation concerning reenlistment.

- Revised instructions for discharge of enlisted men by reason of minority.

- Instructions for visits of flag officers to the American Republics.

- Updating and clarification of instructions concerning the Fleet Reserve.

- Revised regulations governing credit for correspondence courses completed while on the inactive status list.

- Changes in provisions for exemption or deferment from induction by participation in Naval Reserve training.

- Revised instructions concerning TAD for Reservists who are required to be absent from parent commands by reason of attendance at institutions of higher education.

- Spelled out procedure for notifying the commandant and unit commanding officer upon transfer to another ship or station of a Reservist performing active duty for training.

- Changes in the requirements for active duty for training, to exempt persons who have served on active duty during the same fiscal year in which they join a Selected Reserve unit.

- Clarification of authority for effecting discharges of inactive Naval Reservists.

- Revised requirements for wearing of uniforms by Reservists.

In addition, Change Six of the *BuPers Manual* contains a listing of articles modified or held in abeyance by certain SecNav and BuPers directives, and carries an up-to-date index which covers the entire manual, with changes.

## Advice to Navy Families on Registration of Births Overseas

THE DEPARTMENT OF DEFENSE has some advice on the registration of infants born to U. S. military families stationed overseas. It may help you — and your children — avoid embarrassment and red tape when proof of American citizenship is required.

In Europe, for example, CINCUSNAVEUR cautions married Navymen not to put off obtaining birth certificates. In a number of instances, children born overseas were later turned away by stateside schools because they couldn't prove their U. S. citizenship. (At birth, it turns out, good old dad forgot to obtain the proper birth certificate and citizenship documents.)

DOD points out that there is a standard procedure to follow in the registration of dependents born in armed forces medical facilities overseas. This procedure is spelled out for Navymen in SecNav Inst. 6000.5.

- A designated officer of the medical facility in which your child is born must, within 24 hours, report the birth to the District U. S. Consular Office. (This reporting deadline may be extended as much as 10 days in unusual circumstances.)

- The designated officer will then prepare Department of State Form FS-240 (*Report of Birth Abroad of a Citizen of the United States*), secure the signatures required on the form, and forward it to the U. S. Consular Office. If both you and your wife are U. S. citizens, either of you can sign this form, usually under oath. Your cooperation with the reporting officer will be necessary in supplying the correct information, which, for the record, is sworn evidence that you and your wife are, in fact, U. S. citizens.

- If your wife is not a U. S. citizen, you must sign the FS-240. If you are not available, or if there is any question about your citizenship status, you will be advised to contact the Consular Office as soon as possible.

- If your wife's condition prevents her from tending to the FS-240, and you are not available to sign it, the form will be forwarded to the U. S. Consular Office after the Medical Officer who delivered infant signs to attest delivery. The Consular Office will contact you later if necessary.

T. R. Patrick, DCC, USN



"How do you expect to get first class work when I'm only a third class?"

- If you fill out the form properly, it may not be necessary to go in person to the Consular Office. If the information you supply is questionable, however, or not available in the manner prescribed by regulations, the form will be forwarded to the Consular Office, and you will be advised to visit the office and show proof of marriage and citizenship.

- At the time the birth is reported, the Consular Office will issue to you, at your request, a copy of the FS-240 (there's a fee — \$1.50). A Certification of Birth, however, will be issued free of charge when the FS-240 is executed by the Consular Officer. The Certification of

### Birth Registration Varies At Six Overseas Locations

At present there are six overseas areas in which the registration procedure for children born to Navy families is not covered in SecNav Inst. 6000.5. These are: American Samoa, Canal Zone, Trust Territories, Guam, Puerto Rico, and Virgin Islands.

If you serve in one of these areas, birth certificates and registration data are obtained through special offices of the Vital Statistics Division, Public Health Service, Department of Health, Education and Welfare — or through local government offices.

Birth is a short form record of birth; its information is taken from the Consular Report (another name for the FS-240). It is especially handy for children who later seek to establish birth facts for school entry and work permits.

Additional copies of the FS-240 or Certification of Birth may be obtained at any later time from the Authentication Officer, Department of State, Washington 25, D. C. The fee: \$2.50 for one copy and \$1.60 for each additional copy.

If your child is born overseas in a facility other than military, you may have to handle the procurement of the form and its submission on your own. Here's how you do it:

- Obtain at least eight copies of the child's birth certificate (if the country issues birth certificates).

- Go to the nearest American Consulate and register the child's birth. Request a Consular Report of Birth (the FS-240) and a Certificate of Birth (D of S Form FS-545).

- If you can't get a birth certificate, or if you've lost the original, obtain a certified copy of the child's baptismal certificate. This is usually recognized as a legitimate substitute. If a Navy Chaplain handled your child's baptism, there should be no problem.

- When you return to the U. S., record your child's birth with the state in which you are stationed, or your home state, if possible.

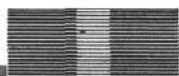
- Apply for a Certificate of Citizenship (Immigration and Naturalization Form N-600).

This may seem like a lot of forms for one small child, but, as DOD points out, they are necessary to keep the record straight. Not only are the Consular reports proof of the facts, but they are also considered as basic citizenship documents by the State Department and other government agencies.

Not all overseas areas, however, come under the DOD Birth Registration procedure outlined in SecNav Inst. 6000.5 (see box). In any case, your local medical facility should have the details, but, as DOD suggests, it's up to you to follow through and see that you have the proper documents when needed.



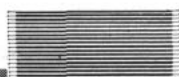
# DECORATIONS & CITATIONS



## DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ KIVETTE, Frederick N., VADM, USN, for service to the government of the United States in duties of great responsibility as Commander Seventh Fleet from August 1958 to March 1960 and as Commander Western Sea Frontier/Commander Pacific Reserve Fleet from March 1960 to September 1961. Exercising outstanding leadership, keen foresight, and excellent planning and organizational ability, Vice Admiral Kivette, as Commander Seventh Fleet, maintained his forces in round-the-clock readiness and poised for any action the international situation might dictate. Through his broad vision and skillful interpretation of world affairs, ships and men were often strategically located in anticipation of events, thereby averting explosive situations. As Commander Western Sea Frontier/Commander Pacific Reserve Fleet, Vice Admiral Kivette consistently displayed marked professional skill in improving procedures and facilities for logistic support of Fleet units in planning the maritime control and operation of shipping from the west coast of the United States.

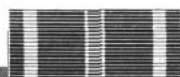


## LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ COUNIHAN, John L., Jr., CAPT, USN, for service from December 1957 to August 1961 as Commander U.S. Naval Activities, Port Lyautey, Kenitra, Morocco. During this period, CAPT Counihan has been highly successful in enhancing the prestige and stature of the United States through his contributions in the fields of international understanding and inter-Allied cooperation. Advocating and practicing closer relations with Moroccan and French peoples to the mutual advantage of all, he has taken a strong personal interest in all aspects of these relationships, particularly in matters concerning children. He has made possible the

entry of selected Moroccan children into the dependents' school at Port Lyautey, thereby gaining the friendship and gratitude of both parents and children. He has projected the image of good neighbor and helpful friend for the United States. His program of friendship and mutual respect has been so successful that U.S. Naval Activities, Port Lyautey, was awarded the Freedoms Foundation George Washington Medal for Outstanding Achievement for 1960.



## DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ GORDON, Richard F., Jr. LT, USN, for extraordinary achievement in aerial flight on 24 May 1961 while participating in the Bendix Trophy Race as pilot of an F4H Phantom aircraft. Exercising outstanding airmanship and resourcefulness, LT Gordon succeeded in winning the Bendix Trophy Race and in establishing a new transcontinental speed record for jet aircraft from Los Angeles, Calif., to New York, N.Y., with an elapsed time of two hours and 47 minutes, which is 21 minutes under the previous record time for this event.

★ HARDISTY, Huntington, LT, USN, for extraordinary achievement in aerial flight on 28 Aug 1961. As pilot of a Navy all-weather fighter aircraft, the F4H-1 Phantom II, LT Hardisty succeeded in establishing a new three-kilometer, world jet aircraft speed record for Class "C" aircraft. In preparation for the execution of this flight, he exercised brilliant airmanship, initiative, foresight and planning ability. Through this exceptional feat, he clearly demonstrated the inherent capabilities and the maximum performance of a most important aircraft of the U.S. Navy, and focused world attention on the continued significant development of the science of aviation in the United States, and the superiority of her aircraft and pilots.

★ YOUNG, Bobbie R., LTJG, USN, for extraordinary achievement in aerial flight on 24 May 1961 while participating in the Bendix Trophy Race as radar intercept officer of an F4H Phantom aircraft. Exercising outstanding professional skill and resourcefulness, LTJG

Young rendered invaluable assistance to his pilot in winning the Bendix Trophy Race and in establishing a new transcontinental speed record for jet aircraft from Los Angeles, Calif., to New York, N.Y., with an elapsed time of two hours and 47 minutes, which is 21 minutes under the previous record time for this event.



## NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ KASHETA, John P., Jr., LT, MC, USNR, for heroic conduct on 29 May 1961 while serving with the U.S. Naval Auxiliary Air Station, Whiting Field, Milton, Fla. Arriving in a helicopter at the scene of a crashed and burning aircraft in a wooded area in the vicinity of Brewton, Ala., LT Kasheta was lowered to the crash scene by rescue sling and, observing one of the pilots with his clothing on fire and in an unconscious condition, immediately ran into an area of burning gasoline to aid the victim. After beating out the flames which were consuming the pilot's clothing, he carried him for approximately 250 yards to the hovering helicopter, and placed him in the litter for removal to the nearest medical facility. By his prompt and decisive actions, LT Kasheta was instrumental in prolonging the life of the critically burned airman.

★ SMALL, William D., Jr., SA, USN, (posthumous) for heroic conduct in attempting to rescue a companion from drowning in Atlantic Ocean waters at East Beach, St. Simons Island, Ga., on 30 May 1961. When a swimming companion experienced stomach cramps and was unable to stay above water, Small, who was swimming nearby, immediately went to his aid and attempted to bring him to shore, a distance of approximately 200 yards. Battling the strong current and high waves, Small succeeded in towing the victim about 20 feet before becoming almost completely exhausted. He then turned his burden over to another rescuer who had come to their aid. Small proceeded to attempt to swim to shore, but was unsuccessful. By his outstanding courage and selfless efforts, he had been directly instrumental in saving the life of a friend.

# A Scorpion's Tale



## ALL HANDS SPECIAL SUPPLEMENT

"SIR: I read the item about USS Scorpion in your last issue, and found it — as I have the other material you have published on Scorpion — very interesting, since I was attached to that ship from 1908 to 1910."

Thus begins a letter to ALL HANDS from Charles Conner, a retired chief warrant officer. It is typical of letters we have been receiving since January 1959, when we printed our first item about the yacht which served as our station ship at Constantinople, Turkey, from 1908 until the 1920s. In fact, the response might also lead us to believe Scorpion had the largest crew in the history of the Navy—were it not for all the "I-was-there" details our letter-writers can recall.

Because this particular Scorpion was a colorful ship, and because she brought back the good old days for so many readers, she may have done a bit of scene stealing on the ALL HANDS stage. However, we have not forgotten that American Navymen have long sailed in ships named Scorpion — among them a submarine that fought and died in World War II and the nuclear sub, SS (N) 589, which is helping to defend the free world today.

**T**HE OLDEST Scorpion within first hand recollection of Navymen or ex-Navymen now living was the fourth U. S. Navy ship to bear the name. Built in 1896 in Brooklyn, as the private yacht *Sovereign*, she had steel decks covered with selected pine, a large deck house which contained a chart room, deck salon, galley, upper fireroom, lavatory, storeroom and entrance to the engine room. Below decks in the forecabin were quarters for a crew of 36 enlisted men and 10 officers.

Aft these quarters were: The main salon in San Domingo mahogany (which contained an organ, piano and other furniture); a pantry, companion and bath; engine and boiler rooms; the owner's stateroom, decorated in ivory white and mahogany, and extending the breadth of the ship; two good-sized staterooms fitted in the same manner; an after salon, and two other staterooms fitted similarly.

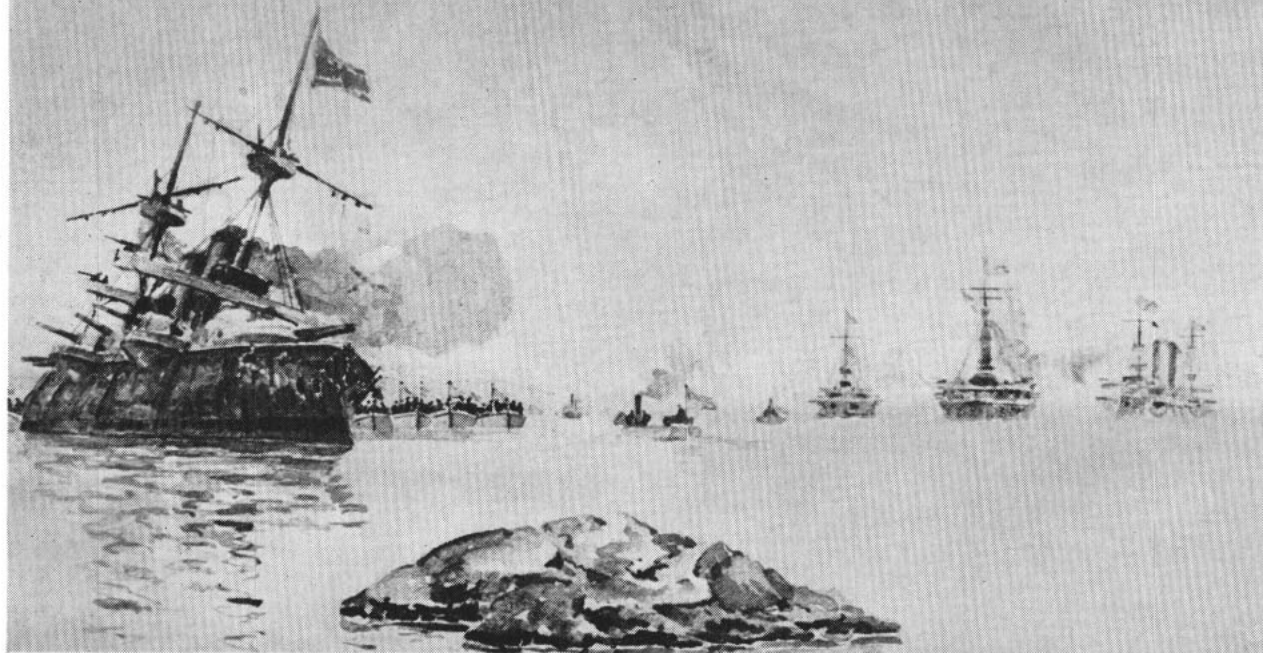
All deck fittings were of Honduras mahogany and her main deck aft, which extended 100 feet from the after part of the deck house to the taffrail, was as unobstructed as a sailing yacht. She had two pole masts and carried two naphtha launches, a gig, a cutter and two dinghies.

The luxury ship was purchased by the Navy for \$300,000, renamed *Scorpion*, and taken to the Brooklyn Navy Yard for conversion. Her mainmast and fittings were entirely removed, the bowsprit cut down, and a battery of 12 guns installed. Steel plating, seven-eighths of an inch thick and eight feet wide, was fitted on the outside for the entire length of her engine and boiler rooms.

This ship, which had a maximum speed of 17.85 knots, was commissioned at the New York Navy Yard on 11 Apr 1898. She arrived at Norfolk, Va., on the first day of May and joined Commodore Schley's Flying Squadron, which included the armored cruiser USS *Brooklyn*, and the battleships *Texas* and *Massachusetts*.

**O**N THE 13th of May, 1898, the ships left Hampton Roads and steamed, by way of Key West, to help establish a blockade off Cienfuegos, Cuba. *Scorpion* was detached from that blockading station on 29





FIRST DUTY for USS *Scorpion* was with Commodore Schley's Flying Squadron shown here at Santiago.

Jun 1898 and arrived off Cape Cruz the following day to help blockade Spanish gunboats in the harbor of Manzanillo, Cuba. In the following days, *Scorpion* harassed the Spanish ships and even captured an 80-ton provisions lighter on 3 July. The crew transferred her coal, which allowed *Scorpion* to remain on station for an extra day.

After the Spanish Squadron had been destroyed at Santiago on 3 July by Admiral Sampson's Fleet, the ships of the blockading force which included *Wilmington*, *Helena*, *Scorpion*, *Hist*, *Hornet*, *Wompatuck* and *Osceola*, sailed again for Manzanillo.

The next morning *Wilmington* and *Helena* entered the northern channel, *Scorpion* and *Osceola* entered in mid-channel between two cays, while the other three vessels steamed up the south entrance.

After running one gunboat on shore, *Scorpion's* starboard five-inch guns became disabled and she was forced to back in to bring her five-inch port battery to bear on other gunboats south of the city.

In succession, another gunboat was sunk and a third set on fire and blown up. Unable to reach a fourth gunboat which lay close inshore to the city, *Scorpion* was turned, and took position abreast of this enemy. After obtaining the range with two of her six-pounders, the first shell from *Scorpion's* five-inch gun blew up the gunboat, apparently having hit the boilers.

During this action she came so close inshore that her sharpshooters attempted to pick off officers on horseback as they rode to issue orders to different shore batteries. She returned the fire of the enemy batteries as long as in range, then steamed out of the harbor to resume blockading station. In this action the blockading force destroyed five enemy gunboats, three transports and a storeship.

**S**CORPION REMAINED ON BLOCKADE duty off Cape Cruz until 3 Aug 1898, then shifted her base of operations to Guantanamo Bay. She carried dispatches between various ports of Cuba until 27 November when she put to sea from Havana for return to the New York Navy Yard on 24 Dec 1898. She was placed out of commission in that yard on

14 Jan 1899 for conversion to a gunboat. During the conversion period, her armament was reduced to two 4-inch rapid-fire guns, six 6-pounders and four 6-mm. Colt machine guns.

*Scorpion* was recommissioned on 22 Aug 1899, and left New York on 20 Sep 1899 to accompany the battleship *Kearsarge* during trial runs off the coast of Massachusetts. She returned to New York on 28 September and entered the Norfolk Navy Yard on 14 October to be fitted out for duty with the Isthmian Canal Commission.

This group was studying a possible canal route between the Atlantic and Pacific Oceans. With the exception of a short tour of dispatch-carrying and patrol duty between Venezuela and Curacao, Netherlands West Indies, *Scorpion* spent most of this period of commissioned time sailing with the canal group.

*Scorpion* was recommissioned for the third time on 9 Aug 1908, and she sailed for Guantanamo Bay on the 17th of August. She later visited New York City and Philadelphia and on 22 Oct 1908 left for duty as station ship at Constantinople. She arrived on 4 Dec 1908.

Shortly afterwards, *Scorpion* received word of an earthquake at Messina, Sicily. She got underway from Constantinople and arrived at Messina on 3 Jan 1909. In cooperation with the International Medical Service, her medical officer, Assistant Surgeon C. E. Rhoades, treated many of the injured and sick with the assistance of his staff on board *Scorpion*. She took seriously injured persons to hospitals at Naples on 4 and 5 January, then returned to Messina to continue treating injured earthquake victims until 8 Jan 1909.

She then resumed her duties as station ship at Constantinople until 6 February when she sailed for Naples, Italy, for repairs. While anchored in the Bay of Naples on 26 Apr 1909, an explosion rocked the nearby Italian submarine *Foca*. The officers and men of *Scorpion* were the first to reach the scene and saved many of the crewmen. Assistant Surgeon Rhoades was again heroic both at the scene of the disaster and later in the dressing station of the Royal Arsenal.



ON 15 JUL 1909 *Scorpion* left Naples to resume her duties as station ship at Constantinople. She continued to act as a ship of mercy during the following years. *Scorpion* also often carried the United States Ambassador on brief diplomatic voyages to various ports of Turkey and Greece.

Serious earthquakes occurred in Turkey on 12 Aug 1912, and *Scorpion* got underway from Constantinople the following day to give medical assistance at the Turkish ports of Sarwi, Heraclytze, Myrophyto, and Kora. She returned to her station at Constantinople on 17 Aug 1912.

When Turkey formed an alliance with Germany at the outbreak of war in Europe, *Scorpion* was requested to shift from her usual winter moorings in the harbor at Constantinople, to the Merchant Basin, Golden Horn, Constantinople. She moored there on 7 Aug 1915 and remained idle until the end of World War I.

Since the United States had not declared war against Turkey, *Scorpion* was not seized, but she was interned on 11 Apr 1917 and kept under Turkish guard until 23 Oct 1918. Her crew was not molested and was allowed liberty ashore. (This is the period which has been the subject of so many letters to the editor of ALL HANDS.)

British prisoners who had been liberated from various prisons in Turkey began to appear in Constantinople on 25 October, and during the next three days *Scorpion* took aboard and helped rehabilitate about 50 of these liberated men.

The ship remained at Constantinople after the war to serve Rear Admiral Mark L. Bristol, High Commissioner to Turkey. As the flagship of the U. S. Naval Detachment in Turkish Waters, she often transported members of various Allied relief organizations between Turkey, Greece and Italy, also landing supplies for the unfortunate people of these and other nations bordering the Mediterranean. She continued duty with the Naval Detachment in Turkish Waters until 4 Nov 1923 when she arrived at Phaleron Bay, Greece, for duty with the U. S. Naval Detachment,

Eastern Mediterranean. Thereafter her principal cruises were conducted from Naples to Ports of France, Spain, Turkey, Greece and Algeria.

*Scorpion* put to sea from Gibraltar on 16 Jun 1927 and returned to the United States. Steaming by way of the Azores and Hamilton, Bermuda, she arrived at Philadelphia on 11 Jul 1927. She was decommissioned in the Philadelphia Navy Yard on 22 October 1927 and remained in that status until her name was stricken from the Navy list on 24 Mar 1929. *Scorpion* was sold on 25 Jun 1929, to an iron and metal company in Baltimore, Md.

THIS WAS THE END of a colorful ship which operated in a colorful era. There were, however, several other U. S. Navy ships named *Scorpion*.

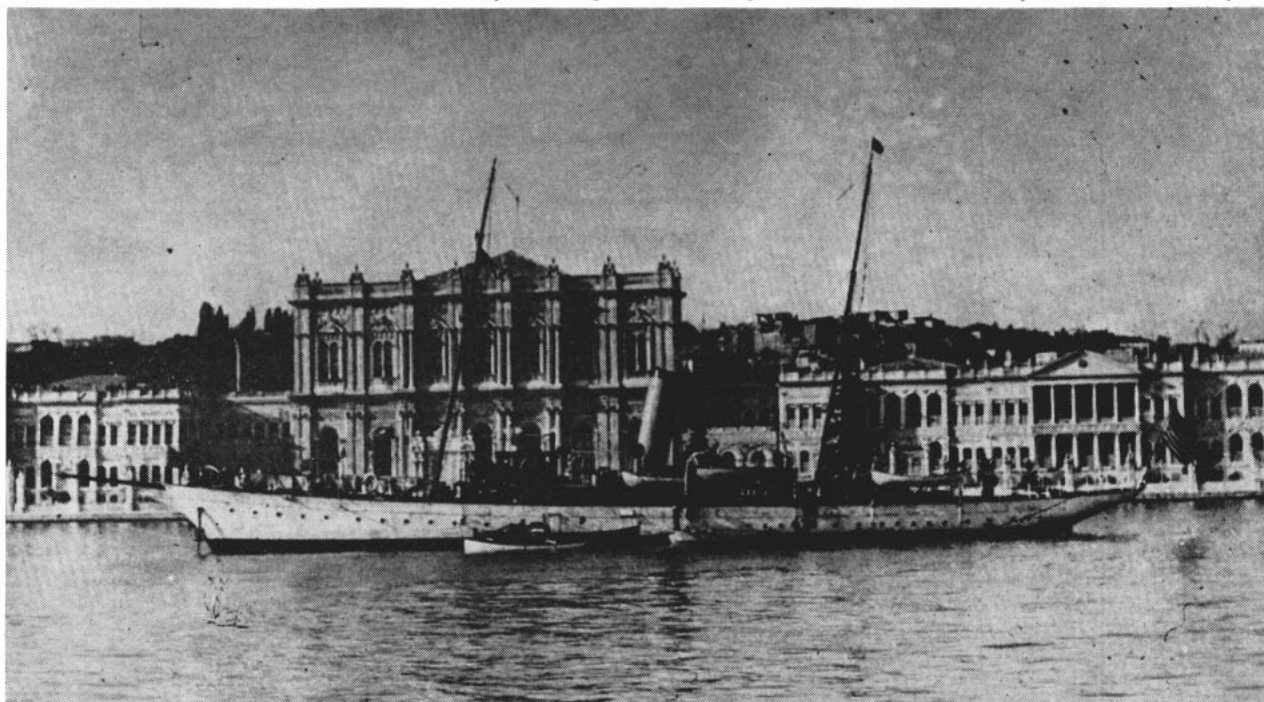
The first was a schooner which operated from 1812 to 1814 in the Washington, D. C., area. She was armed with one 18-pounder and two 12-pounders and was classed as a cutter or sloop. On 21 Aug 1814 that *Scorpion* was burned by a detail of U. S. sailors, rather than have the ship captured by the British.

*Scorpion* number two was a two-gun schooner which had a complement of 35 officers and enlisted men. She was launched in the spring of 1813 and in the summer of that year, joined Commodore Oliver H. Perry's squadron for the Battle of Lake Erie, fought on 10 Sep 1813. After the victory, which resulted in the capture of two British ships, two brigs, one schooner and a sloop, *Scorpion* operated in the Thames River in support of General William Henry Harrison's forces. Her main job was to transport ammunition and stores captured from the enemy.

After being laid up at Erie, Pa., during the ice-bound winter months of 1813-1814, *Scorpion* and another schooner, *Tigress*, moved to Lake Huron to set up a blockade of Canada's Nautawassaga River and Lake Simcoe.

The two schooners effectively cut off supplies and provisions so that by September 1814, the enemy garrison at Fort Mackinaw was threatened with starvation.

ON STATION—In December 1908 *Scorpion* began her long cruise as station ship at Constantinople.



While anchored near the shore off St. Joseph's during the evening of 3 Sep 1814, *Tigress* was surprised by a force of 100 British and Indians which had been sent out in five boats from Mackinaw to raise the blockade. Outnumbered three to one, the men of *Tigress* were soon overwhelmed by the enemy boarders. The enemy remained aboard *Tigress*, which was kept in the same position with her pennant flying. The men hid when *Scorpion* approached on 5 September to within two miles of *Tigress* to anchor for the night. At dawn on 6 September, *Tigress* ran alongside the unsuspecting *Scorpion*, and the enemy boarders rushed from their concealment to capture the small crew and hoist the British flag. Both schooners were taken into Mackinaw where their crews were imprisoned. *Scorpion* was then taken into the service of the Royal Navy as the 4-gun schooner *Confiance*.

**T**HE THIRD *Scorpion* was the former steamer *Aurora*. She was built in 1846 and purchased by the U. S. Navy for \$65,000. She had an over-all length of 152 feet, beam of 25 feet, and a depth of hold of 10 feet.

This *Scorpion* was commissioned at the New York Navy Yard on 23 Feb 1847 and put to sea on 4 Mar 1847. After repairs in the Philadelphia Navy Yard, she steamed, by way of Havana, Cuba, to join the Home Squadron in the Gulf of Mexico.

The squadron arrived at Anton Lizardo on 27 April, and on 16 Jun 1847 *Scorpion* was the flagship of Commodore Matthew C. Perry in the expedition against Tabasco. She towed *Vesuvius* and *Washington* up the Tabasco River, landed a force at Tabasco, and gave other assistance for the occupation of that city. She returned to Anton Lizardo on 24 Jul 1847 and frequently cruised from that base to Vera Cruz, Alvarado, Frontera, and Salmadina, carrying troops and provisions. In January 1847 she arrived at Laguna, where she remained until the close of the Mexican War. *Scorpion* left Laguna on 23 Jul 1848, steamed by way of Havana and Norfolk, and arrived at the Brooklyn Navy Yard on 11 Aug 1848. She was decommissioned ten days later and sold at public auction on 18 Oct 1848 for \$14,500.

**T**HE FOURTH *Scorpion* was, of course, the one already discussed. *Scorpion* number four was also

the last U. S. Navy surface ship of that name to be commissioned.

The fifth *Scorpion* was a submarine (SS 278) and was not named for the other four *Scorpions*. This *Scorpion* was named for a fish that is found off the coast of California.

*Scorpion* wasted little time between her keel laying and the war. Her keel was laid on 20 Mar 1942 at Portsmouth, N. H. She was launched on 20 July 1942, commissioned on 1 Oct 1942, left on her shake-down cruise on 15 Jan 1943, and left Pearl Harbor for her first war patrol off the coast of Honshu, Japan, on 5 Apr 1943.

After planting 22 mines about 30 miles south of Naka Minato, *Scorpion* commenced her first search for enemy shipping. A little before noon on 20 Apr 1943, she torpedoed and sank the 1934-ton converted gunboat *Meiji Maru No. 1*.

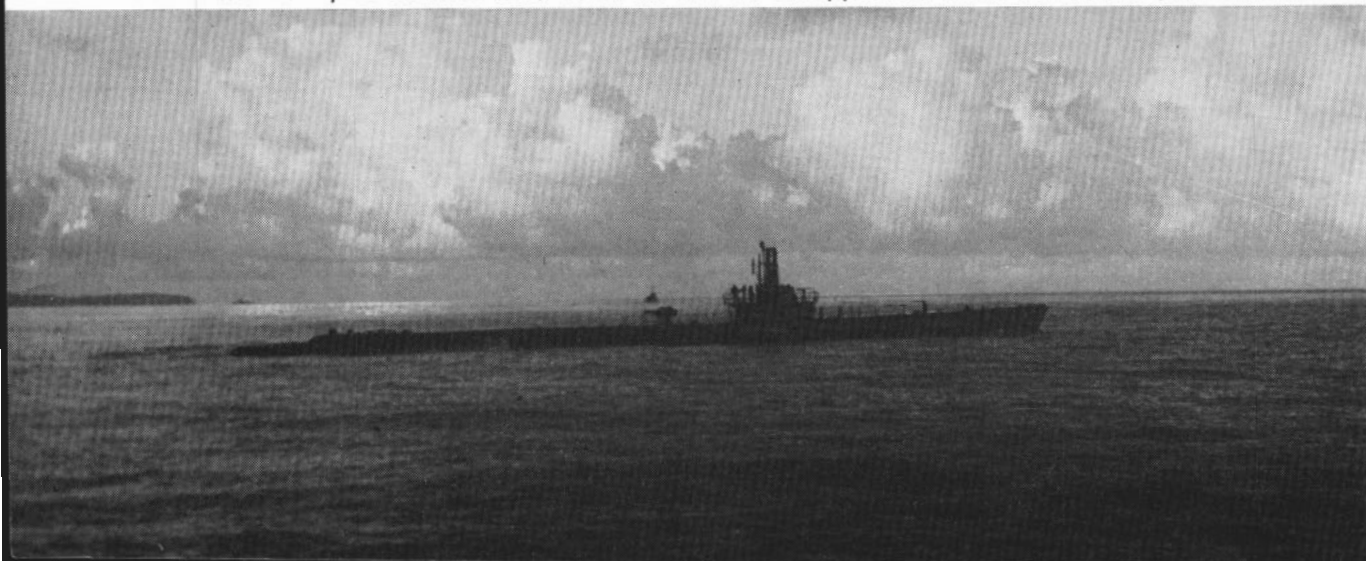
She riddled a sampan with three-inch gunfire the next day and on 23 April, intercepted two freighters under escort of a destroyer. *Scorpion* made a high-speed submerged approach in the early morning moonlight, fired three torpedoes at the lead freighter and managed to fire another at the second freighter.

The escorting destroyer headed her way, but *Scorpion* maneuvered clear of a string of 13 depth charges and upped periscope to observe the first target running toward the horizon and the second freighter almost dead in the water and down by the stern. *Scorpion* started to give chase, but was discouraged when the enemy destroyer headed in at high speed to break off this attack.

Four days later *Scorpion* found a convoy of four freighters steaming in columns of two with an escort in front center. She fired a spread of four torpedoes at the lead freighter in one column, then shifted attack to the second ship in line. As she swept the sea with her periscope, two torpedoes exploded just forward and aft of the stack of the lead freighter, followed by two more hits on the enemy's bow and stern.

A moment later the escorting destroyer appeared "to rise out of the water" and headed for *Scorpion*. A deft maneuver put *Scorpion* clear of eight depth charges which exploded harmlessly in the water some distance away.

**SAME NAME**—*Scorpion* number five, a sub in WW II, disappeared while on fourth patrol in Pacific.



**E**ARLY THE NEXT MORNING, *Scorpion* sank the 6380-ton passenger-cargo ship *Yuzan Maru*, and then battle-surfaced and sank a 100-ton patrol vessel with gunfire. On 30 April *Scorpion* closed a 600-ton patrol vessel.

As she passed broadside at 800 yards, her three-inch gun jammed, but she raked the patrol vessel with her other guns. *Scorpion* drew out of range to clear the three-inch gun while the enemy released a heavy white smoke marker for aircraft and drew off to the south. *Scorpion* moved in at flank speed for another try, and her first shot hit the enemy's stern, raising a big smoke cloud. All guns were firing as she closed to about 400 yards.

By this time the target had stopped dead in the water with her forward gun out of action. From several points along the bulwarks, however, the flash of machine gun fire was observed, and it persisted in spite of *Scorpion's* rapid fire.

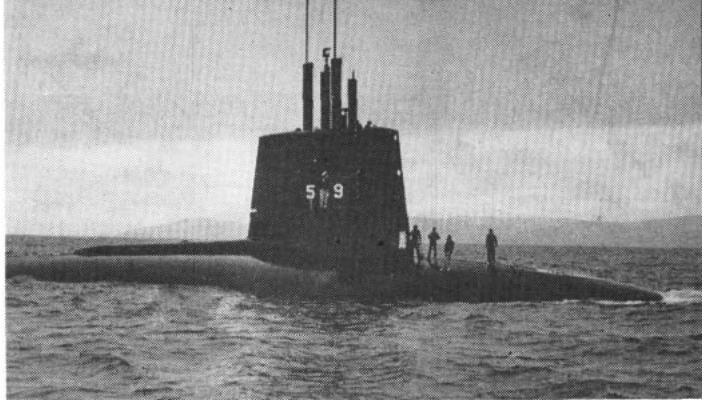
During this action LCDR Reginald Marbury Raymond, making the patrol as prospective commanding officer, was fatally wounded by an enemy bullet as he fired a Browning automatic rifle from *Scorpion's* bridge railing. The enemy ship refused to sink after this second attack, although riddled with gunfire. *Scorpion* then spun to bows on, backed to 500-yard range, and fired her last remaining torpedo—which disintegrated the enemy in a tremendous explosion. Seven minutes later her radar picked up an enemy plane and she made a quick dive as two aerial bombs exploded in the sea at a considerable distance away. She ended her patrol at Pearl Harbor on 8 May 1943.

**T**WENTY-ONE DAYS LATER *Scorpion* left Pearl Harbor for her second war patrol. During the morning of 3 July she went to battle stations when a contact developed into a convoy of five freighters with destroyer escort. She fired salvos of five and three torpedoes with divergent spread and heard five resulting explosions. The 3890-ton cargo ship *Azan Maru* and the 6112-ton passenger-cargo ship *Kokuryu Maru* were sunk.

*Scorpion* didn't wait around to watch the fire. There were three "policemen" on the beam ready to attack. *Scorpion* started down after the last shot, and received seven close depth charges as she stopped screws and settled to the bottom to avoid stirring up a mud trail.

Two minutes later a chain or cable was dragged over her hull, followed by close depth charges. The drag passed over her hull again as she moved ahead to deeper water with radical course changes, enduring four more close depth charge attacks before evading the enemy.

**O**N 8 NOV 1943 *Scorpion* was running up the Marianas group from Agrihan to Farallon de Pajaros Islands. She sighted smoke and commenced an end-around to submerge in the track ahead of what appeared to be a 3000-ton steamer. Three torpedoes were fired at the enemy, but they passed directly under the shallow draft of the "target," a Q-boat which turned sharply with the whine of high-speed diesel engines and dropped 11 depth charges, eight of which were awfully close.



**TODAY—USS *Scorpion*, 55(N) 589, sails off Scotland.**

(A Q-boat, to all outward appearances, is a humble, unarmed ship plodding across the ocean—but appearances can be deceiving. In this case, behind collapsible bulwarks and canvas screens were concealed heavy guns, depth charges and even torpedo tubes. Down below, watertight compartments were loaded with timbers designed to keep the vessel afloat despite repeated torpedoings.)

*Scorpion* moved on.

Near daylight on 13 Nov 1943 *Scorpion* made her third contact, a convoy of one freighter and a large tanker, screened by three escorts. Despite the threat of the three escorts which patrolled ahead on the port beam and on the port quarter of the tanker, *Scorpion* attacked and scored one torpedo hit.

With one escort only 150 yards off her port quarter she went deep to evade a string of nine depth charges. About two hours later she came up for a look just in time to see all the escorts attempting to locate her with cross bearings. The tanker was now dead in the water and down by the stern. About this time one escort reversed course and headed for *Scorpion*. The sub quickly cleared the area for reconnaissance of Saipan Island.

**T**HE FIFTH *Scorpion* was lost on her fourth war patrol. Commander M. G. Schmidt took her to sea from the Submarine Base at Pearl Harbor on 29 Dec 1943. After fueling at Midway, she cleared that harbor to patrol the China Coast.

*Scorpion* was to depart her patrol area no later than sunset on 12 Feb 1944 and stop at Midway for fuel before return to Pearl Harbor for refit. On the afternoon of 4 Jan 1944 she reported that one man had sustained a simple fracture of the upper arm and requested rendezvous with USS *Herring* (SS 233) which was then in her vicinity and returning from patrol.

*Herring* made rendezvous with *Scorpion* on the afternoon of 5 Jan 1944, but heavy seas made it impossible to transfer the injured man to *Herring* for return to Midway. *Scorpion* reported the case under control before midnight and *Herring* set course for Midway. *Scorpion* was not seen or heard from again. She was presumed lost on 6 Mar 1944, and Japanese records examined after the close of the war furnished no clue to her fate. It is possible that she struck one of the mines which were strung in an extremely thin barrier across the Yellow Sea.

These were the Navy's five *Scorpions*. Fine ships with a fine, historic name. If the foregoing account strikes a nostalgic chord or recalls some facts that we have failed to mention, let us hear from you.



# TAFFRAIL TALK

**T**EMPUS — as it always has, and, conceivably, always will — fugits. Its latest bit of fugiting has produced two more additions to the ALL HANDS staff.

First off, moving into the Art Department is Mr. Fontaine Sneed, a Stafford, Va., product who's giving his third branch of service a whirl.

A Marine Corps enlisted man for nearly four years in the early 1950s, Fontaine received his certificate in commercial art at the Richmond, Va., Professional Institute, a branch of William and Mary College. The past four years, before he decided to cast his lot with the Navy, he spent as an illustrator in the Training Aid Section for the U. S. Army Engineers at Fort Belvoir, Va.

Reporting in for duty with our admin and research sections, meanwhile, was Don Flanagan, YN2, USN.

A Philadelphia, Pa., native and seven-year Navyman, Don comes to us fresh off a near-three-year tour at Little Creek, Va., as a staff member of the *Gator*, that fine service newspaper which represents the Amphibious Force, Atlantic Fleet.

★ ★ ★

The time is still far off, we keep saying (desperately) when automation will make it possible to operate whole ships (or magazines) with just a couple of button-pushers.

Comes news now, however, of a development which all of us who have ever manned a paint scraper or wielded a paint brush can applaud. It's a robot which, its developers claim, can prepare and paint a ship faster, and more cheaply than any perspiring deck gang.

It has magnets set into rubber treads similar to those on tanks. These magnets keep the little monster stuck to surfaces, and the caterpillar-type treads, powered by an air turbine, carry it in any direction. It is guided by an operator using pneumatic controls, while paint is fed through a hose under pressure.

With things such as this coming along—hurrah for science.

★ ★ ★

We've often used this space in the magazine to mention (or expand upon) an item culled from one of the hundreds of ship and station newspapers published throughout the Navy. We've undoubtedly mentioned before that ALL HANDS receives a copy of each of these papers, and that scanning through them can oftentimes be an enjoyable and informative experience.

In this connection we'd like to pay tribute to one of the very best of them — the *Adak Sun* — and its energetic, imaginative editor, YN1 H. T. Davis, and his aides.

The *Sun* is a 12-page, mimeographed paper published weekly by the Special Services Department, NavSta Adak. And through all twelve pages, and to the very limit of its facilities, the *Sun* handles its mission by presenting local material (as opposed to filling its pages with "canned" items) in a lively, far-ranging, attractive style. Writing, editing, reproduction and layout all exhibit the application of plenty of thought and elbow-grease. A couple of off-the-cuff, chit-chat type columns are admirable means of getting the word around in a clever way.

For what it's worth, then — a tip of the ALL HANDS hat to Editor Davis and cohorts.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

## ALL HANDS

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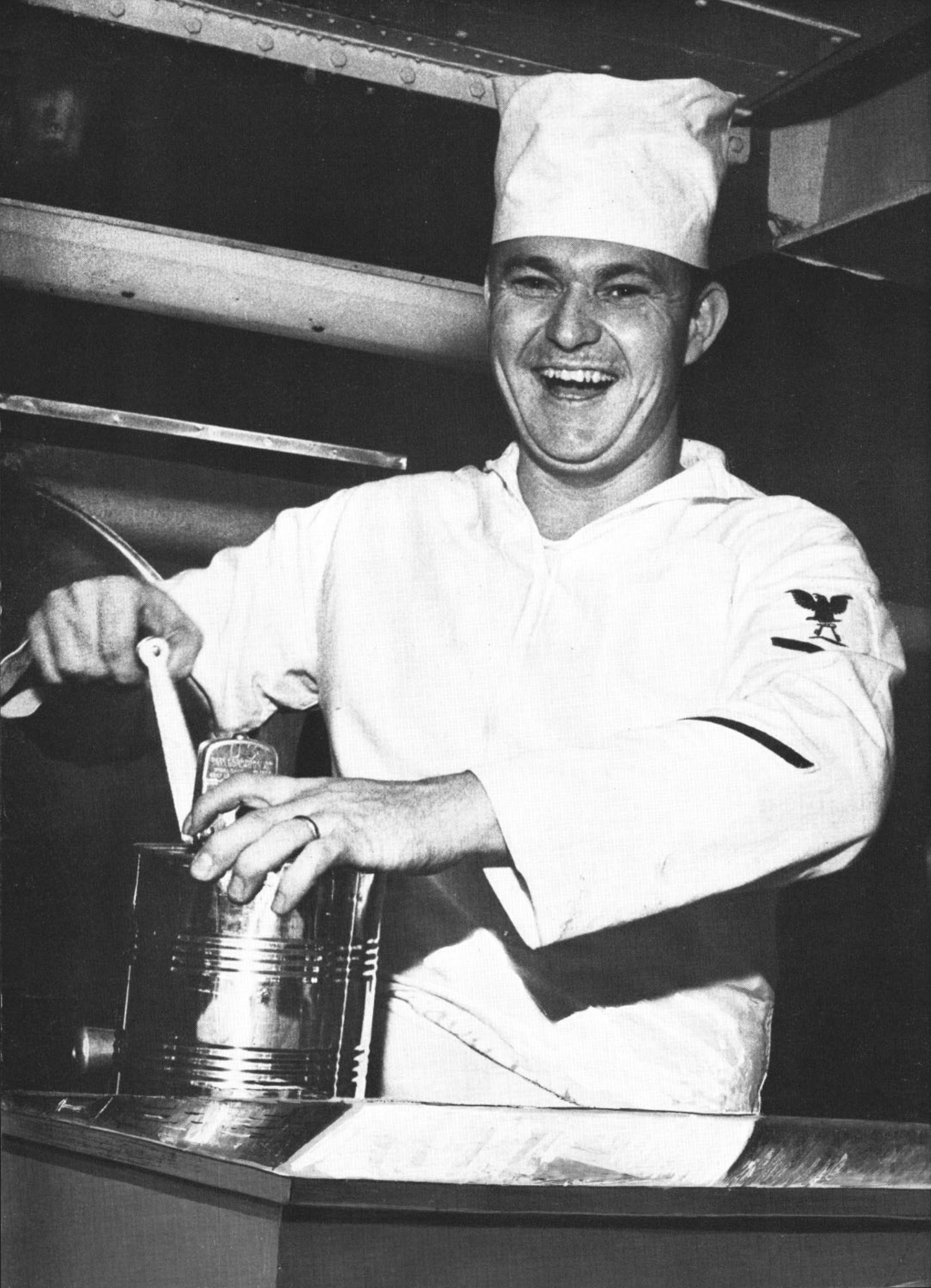
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### • AT RIGHT — GETTING READY —

Navy cooks step into the spotlight to add their touch to festive occasions such as Christmas and Thanksgiving. Here, Tom Eckhart, CS2, USN, prepares a meal on board USS Northampton (CLC 1).

ALL HANDS







**WEATHER OR NOT  
NAVY ON THE JOB**